

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. A sketch map of Bulgaria showing gold, uranium, lead, copper, bauxite, chrome, limonite, mica, asbestos, anthracite, low grade anthracite, lignite, barite, and steatite areas, is enclosed as an Appendix, pages 37-42. The numbers on the sketch are identified in the legend on page 43, which also refers to the appropriate paragraphs in the text describing the mines.

Bukhovo Uranium Mine - May 1950

2. This uranium area extends through the mountainous area immediately north of Bukhovo (N 42-46, E 23-34). The basin was exploited by the Germans during World War II, but the present exploitation area is four or five times more than that of the Germans and the quantity of equipment is many times superior to that of the Germans.
3. The exploitation of the ore is entirely in the hands of the Soviets, who took over the zone immediately after their troops occupied Bulgaria. The directive and technical personnel are entirely Soviet citizens.
4. Approximately 2,000 workers are employed. These are Bulgarian civilians.
5. This is allegedly a very productive mine and the quality of the ore is said to be good. [redacted]
6. An ore refining installation was built in this area by the Soviets in 1948-1949. While transiting the Yana railroad station on three successive Sundays in May 1950,

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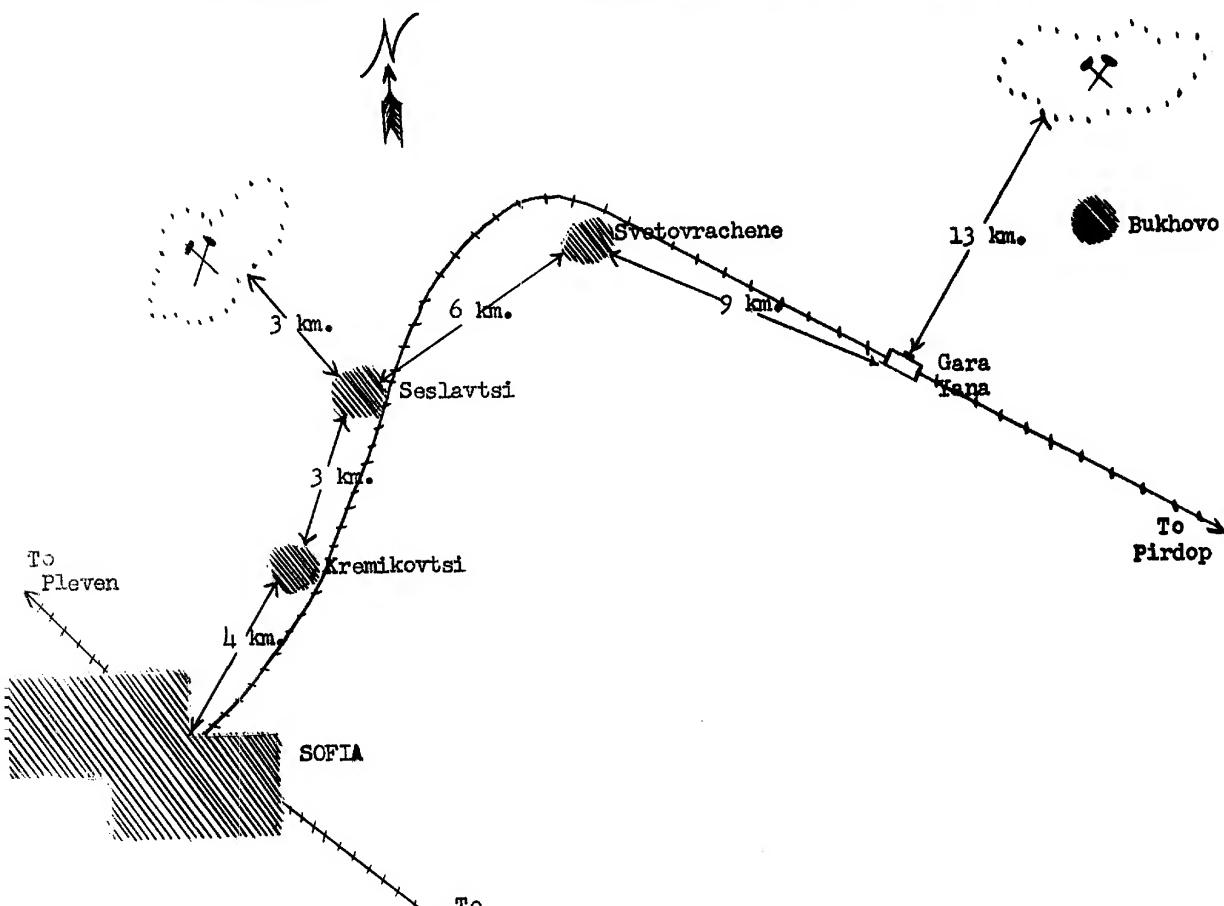
[redacted] 50 or 60 wooden boxes from this mine standing on one of the two platforms at the station. These boxes were 80 by 50 by 30 centimeters in size and had corners reinforced with metal. [redacted]
 [redacted] this was ore which, after having undergone preliminary processing, was awaiting shipment by rail to the port of Varna.

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7. Two radio antennas 50-60 meters high are visible in the mining area. They have pyramidal bodies of metal trellis form and triangular bases. The antennas were erected in the autumn of 1949.
8. The zone is said to be guarded by soldiers of the Soviet Army.
9. The following is a sketch of the Bukhovo and Seslavtsi uranium mines:



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Seslavtsi Uranium Mine - February 1951.

10. The presence of uranium was ascertained in the Seslavtsi area (N 42-47, E 23-31) by Soviet specialists during 1950. As of February 1951, the excavation of galleries and shafts, the construction of wooden barracks for the workers, and the installing of machinery and materiel, as well as the laying of roads was under way. The zone presents a front approximately three kilometers long, parallel to and about three kilometers in from the railroad line. The basin is located in a hilly area covered with copses.

11. The directive personnel are Soviet civilians, while most of the technicians are Bulgarian. The labor force consists of 2,000 Trudovaks and about 100 political prisoners. The workers are lodged in wooden barracks at the mine area.

12. The side of the mining zone facing the rail line is marked by a fence supported by concrete posts 2.50 meters high.

Surveillance is carried out by Trudovak personnel.

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13. The inhabitants of the Seslavtsi area are to be evacuated in the autumn of 1951. The locality has about 600 residents, and they have already been notified concerning the evacuation order. This provision was made for security reasons and to make available lodgings for workers and warehouses for materiel.

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Madan Lead Basin - February 1951.

14. This is an old mine, the exploitation of which was started on a large scale in 1932 by the German-Bulgarian mining company "Pirin." Immediately after the end of World War II, the basin was occupied by the Soviets who founded their own exploitation company, "Gorubso," with headquarters in Sofia. Then machinery and various materiel were brought in from the Soviet Union. Following Tito's rift with the Cominform, approximately 60 Soviet technicians who had been employed in Yugoslavia were transferred to these mines. Subsoil research is carried out on a continuous basis and new extraction areas are being opened.

15. The company charged with exploiting this area is "Gorubso," whose directing personnel is composed entirely of Soviets. The directorate headquarters are located at No. 3 Alabinska Street in Sofia, in the former "Orel" insurance building.

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The former director was Mustakov (fmu), an engineer
who was replaced in June 1951. Pakhomov (fmu)
an engineer, is responsible for technical affairs; his assistant is Verbenzov
(fmu), an engineer.

16. Approximately 100 persons are employed in the directorate. All the workers of the mine are administered by this agency.

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17. The ore at this mine is probably galena, since it shows the presence of 47 percent lead, 48 (sic, possibly 18) percent silver, and 15 percent zinc. The remaining 20 percent is gangue.

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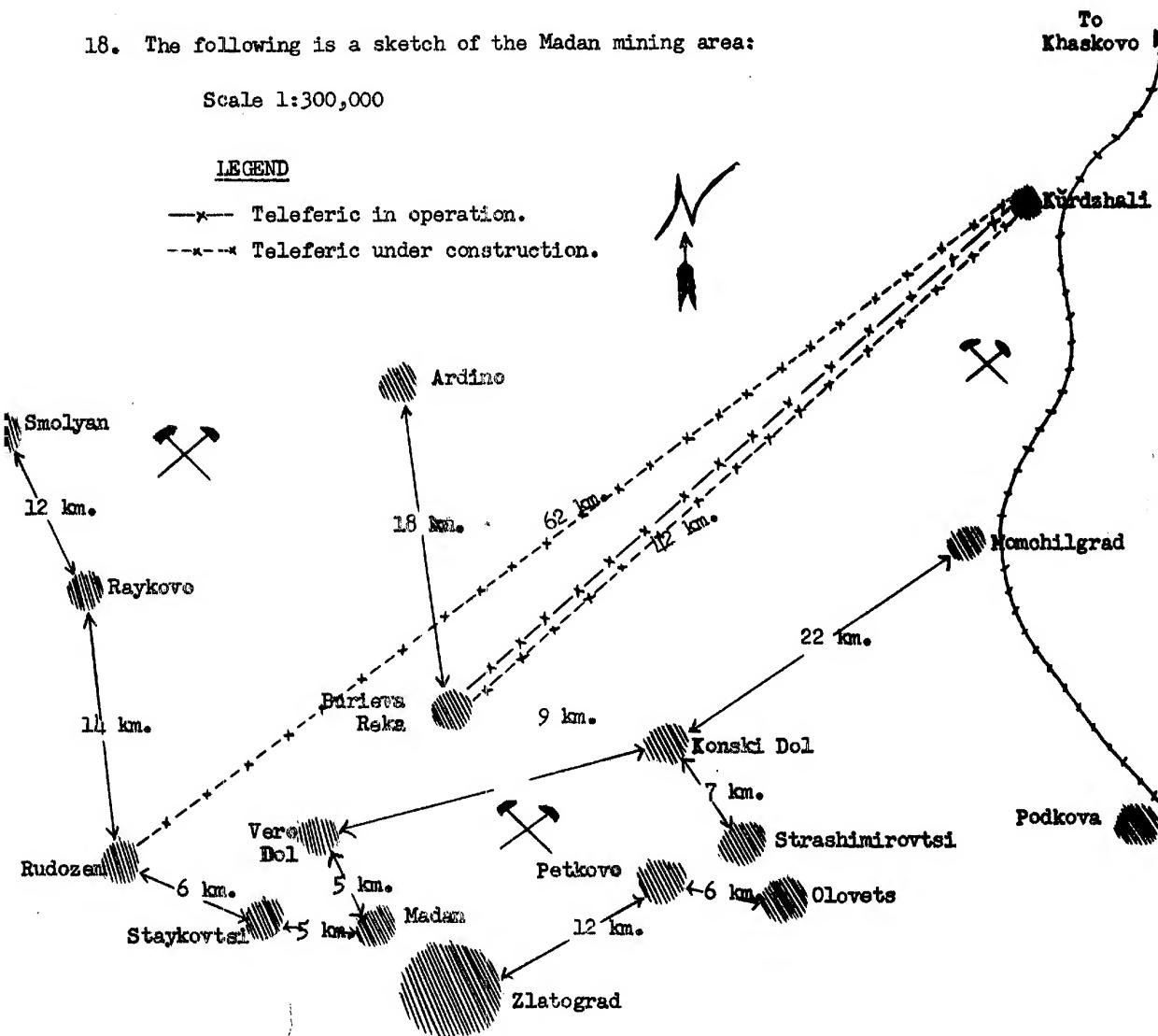
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18. The following is a sketch of the Madan mining area:

Scale 1:300,000

LEGEND

—x— Teleferic in operation.
---x--- Teleferic under construction.



19. The production varies between 180 and 250 tons of processed lead per day (derivative of the roasting and reduction processes). According to plans, the production is to be quintupled in the near future.

20. The mines of this area are as follows:

- Madan: Three, of old exploitation;
- Burieva Reka: Three, of which one is of old exploitation, and two which entered into production recently;
- Konski Dol: Two, opened recently;

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-5-

25X1

d. Strashimirovtsi: Two, now being opened;

e. Vero Dol: Two, recently entered into activity;

f. Rudozem: Three, recently entered into activity; and

g. Petkovo: Recent research has revealed the existence of a vein 18 meters deep.

21. The major processing plant of the mine is located in Kürdzhali; it was being expanded in February 1951. For this purpose, 4,000,000 bricks are stored at the location. Other processing plants are almost completed at Rudozem and Podkova. These plants will be equipped with machinery of German manufacture already brought in from the Soviet Union.

22. The plants for the extraction of lead from the galena (a process of roasting and reduction) are located at Madan, Rudozem, and Burieva Reka. There are allegedly no refining installations in the area, and for this reason the ore, after undergoing the processing mentioned above, is sent to the port of Burgas for shipment to the USSR.

23. The mining basin does not have any narrow-gauge rail lines. From the mines and the extraction installations of Burieva Reka to the processing place and the railroad station in Kürdzhali, the ore is transported on a 2-cable teleferic line 42,500 meters long. The line has 1,600 little cars (800 going and 800 returning), each with a capacity of 800 kilograms, which make a single trip in five hours. The sustaining pylons are partly of reinforced concrete and partly of wood. The two carrying cables have a diameter of 42 millimeters and the traction cables a diameter of 10-12 millimeters. The starting station in Burieva Reka has six motors, four in use and two in reserve.

24. A second teleferic line is under construction along the same route, parallel to the first line. This will also have two cables, and cars will be able to make a single trip in three and one-half hours. Construction was started in 1950, and should be finished in September 1951. The pylons are of reinforced concrete 7.5 meters high and are set at intervals of 50-80 meters. The cable cars, 1,600 in number, are of Czech manufacture and have a capacity of 1,100-1,200 kilograms each. The carrying cables have a diameter of 52 millimeters and the traction cables have a diameter of 14 millimeters.

25. Construction was started on a third cable line in May 1951. This will have a course of 62 kilometers in the same area, between the towns of Rudozem and Kürdzhali. It is planned that the line will be opened for activity on 1 January 1952. This will also have two cables bearing a total of 2,200 cars (1,100 going and 1,100 returning), each having a capacity of 1,100-1,200 kilograms. The diameters of the carrying cables and traction cables are 52 and 14 millimeters respectively.

26. "Gorubsof" has at its disposal 500-600 motor vehicles, of which about 100 are 9-ton Skodas. They are used for transporting the ore from the extraction areas to the processing and separation plants.

27. Road connections are under construction throughout the whole mining basin. These will have a total length of 60-70 kilometers, and ought to be completed in January 1952. The roads will be eight meters wide and will be equipped with foundations. About 100 bridges, with lengths varying between eight and 20 meters, will be constructed along these roads; the expense of these for manpower alone will be 250,000,000 leva. (old currency).

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-6-

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28. The mine workers, before they could be moved into the new quarters, were living in wooden barracks without hygienic facilities, in tents, and even in shelters which they dug into the hills. In the autumn of 1950, construction was started on workers houses throughout the whole basin; as of February 1951, about 500 of the planned 1,000 houses had been put up and were already in use. The plan provides for the construction, to be completed by 1 January 1952, of the following groups of houses for the workers:

- a. At Madan: 250 houses with a total of 1,000 apartments;
- b. At Burieva Reka: 150 houses with a total of 600 apartments;
- c. At Rudozem: 200 houses with a total of 800 apartments;
- d. At Konski Dol: 60 houses with a total of 240 apartments;
- e. At Strashimirovtsi: 50 houses with a total of 200 apartments;
- f. At Vero Dol: 40 houses with a total of 160 apartments;
- g. At Petkovo: 40 houses with a total of 160 apartments; and
- h. At unidentified locations: 210 houses with a total of 840 apartments.

These houses, equipped with all facilities, are two stories high, set on piles. The first floor is of stone masonry construction, and the second floor is of wood which can be assembled in two days.

29. At present, the personnel force at the mine is 3,500-4,000, as compared with 700 in 1947. The directive personnel and specialists are all Soviet civilians, while the workers are Bulgarian civilians. Work is done in three shifts: from 4:00 a.m. to 2:00 p.m., from 2:00 p.m. to 8:00 p.m., and from 8:00 p.m. to 4:00 a.m.

30. Wages are as follows (listed in old leva):

- a. Miners (all Bulgarian): 500-800 leva per day;
- b. Unskilled workers (all Bulgarian): 350-500 leva per day;
- c. Bulgarian assistants: 18,000-25,000 leva per month;
- d. Soviet assistants: 60,000-80,000 leva per month;
- e. Bulgarian foremen: 15,000-20,000 leva per month;
- f. Soviet foremen: 40,000-60,000 leva per month; and
- g. Drivers (all Bulgarian): 20,000-30,000 leva per month.

31. The guard force consists of a total of 1,500 (sic) ~~Militiamen~~, armed mostly with PPSH submachine guns. This force, insofar as employment is concerned, is subordinate to the "Gorubso" exploitation company. The materiel depots, the installations, the teleferic starting station, etc. are guarded in fixed watches. In addition, a fixed number of 2-man patrols scout the entire basin.

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-7-

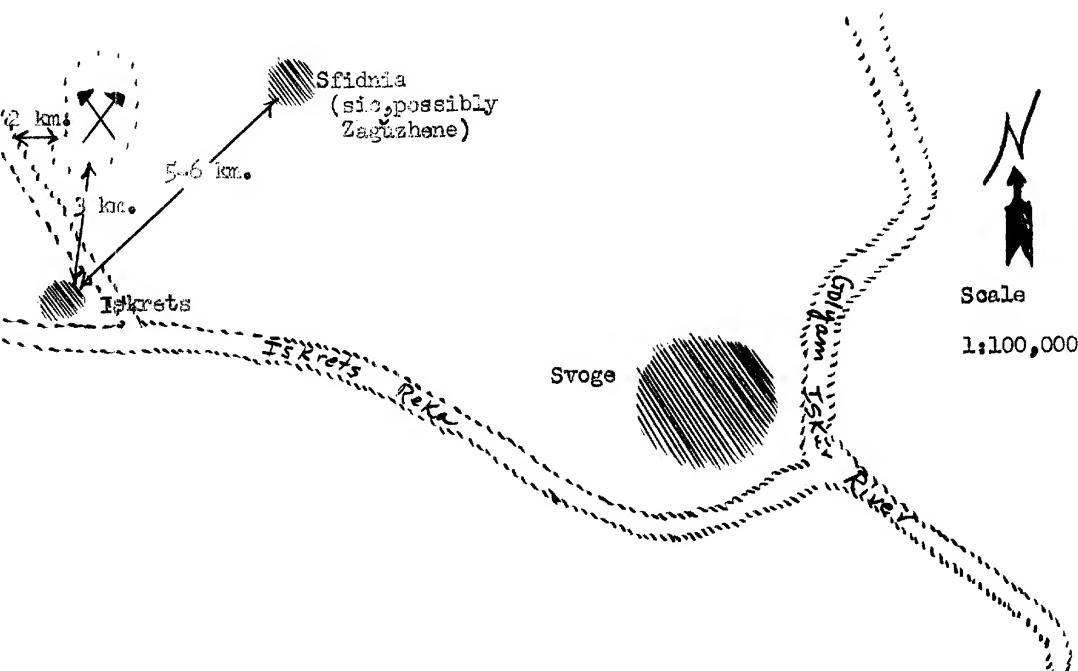
32. All the various construction projects described above for the Madan basin are carried out by "Sewbelstrci," the Soviet-Bulgarian construction agency. Its headquarters are at No. 3 Lenin Street in Sofia.



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Iskrets Lead Mine - Spring 1951

33. The Iskrets (N 42-59, E 23-14) lead mine is located as follows:



34. This mine was formerly privately owned, and now employs about 70-100 workers. Immediate exploitation on a large scale is planned, since the mine is allegedly very rich and the ore is said to contain a high percentage of lead. At present the ore is sent on trucks to the Svoge railroad station for shipment to the extraction and refining installations at Kurilo (N 42-50, E 23-19), to the former "Tamburets" plant.

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Eliseyna Copper Mine - Autumn 1950

35. The ore from the copper mine at Eliseyna (N 43-06, E 23-30) has the appearance of arborescent groupings. The mine headquarters are located immediately south of Eliseyna. Two or two and one-half thousand workers are employed; all are Bulgarians.

36. The copper area, as well as the anthracite area, around Eliseyna is located as follows:

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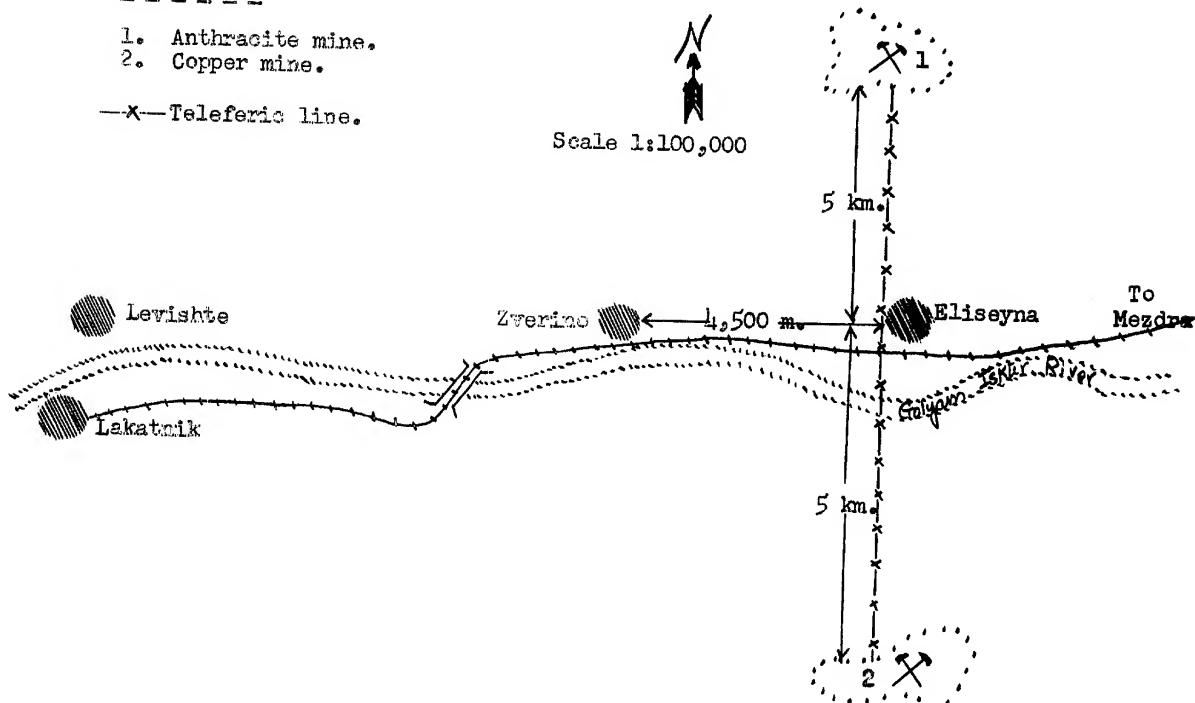
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L E G E N D

1. Anthracite mine.
2. Copper mine.

—X— Teleferic line.



37. Both extraction and purification by electrolysis take place in the plant located immediately south of Eliseyna. Five or six brick chimneys 15 meters high, with hexagonal transverses, are visible. The plant is fed by the anthracite mine of Eliseyna by means of a 2-cable teleferic line bearing cars with a capacity of 400 kilograms.

38. The extracted ore is sent from the copper mine to the plant mentioned in the preceding paragraph by means of a 2-cable teleferic line equipped with cars of 600-kilogram capacity. The teleferic line runs a course of about three kilometers between the mine and the extraction and purification plant.

39. The mine has a small hospital, with a capacity of 50 patients, located in the vicinity of the railroad station.

Asenovgrad Lead, Limonite, and Mica Mines - Autumn 1950

40. The lead, limonite, and mica mines at Asenovgrad (N 41-59, E 24-52) have the following types of ores:

- Lead: Galena, with 60-65 percent lead;
- Limonites: 56-56 (sic) percent iron; and
- Micas: Muscovite type.

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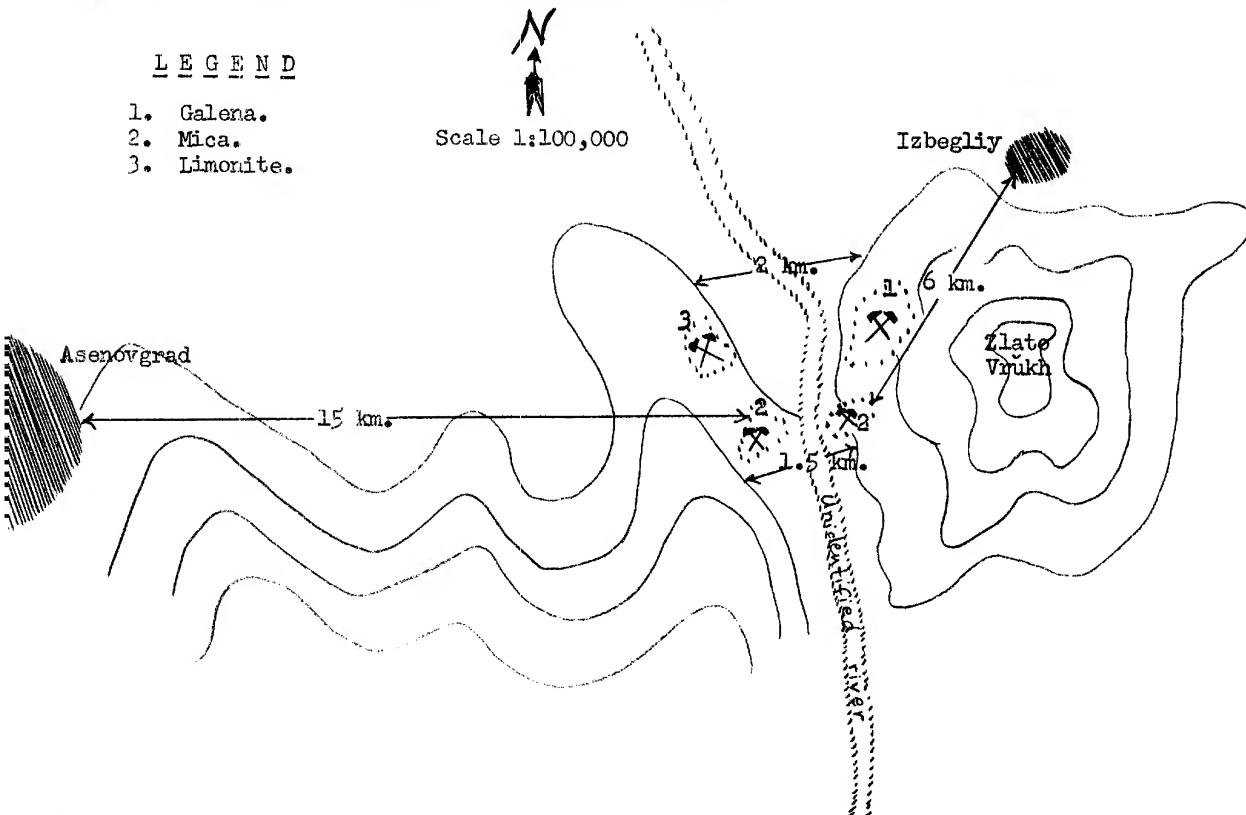
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41. [redacted] the administration of these mines passed into Soviet hands in 1950. [redacted]

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42. The following is a sketch of this mining area:



43. The lead ore is sent to the extraction and refining installations at Kurilo, the former "Tamburets" Plant. The limonite, since there are no blast furnaces in Bulgaria, is exported to Hungary. The mica is sent for processing to the former "Hörtz" Factory, formerly of German ownership but now under Soviet administration, in Sofia.

44. Two hundred and fifty workers are employed in two shifts.

45. The extracted ore is sent to the Asenovgrad railroad station on trucks ordered from time to time from a transport company in Asenovgrad, as well as by means of privately-owned carts, with payment being made by tonnage.

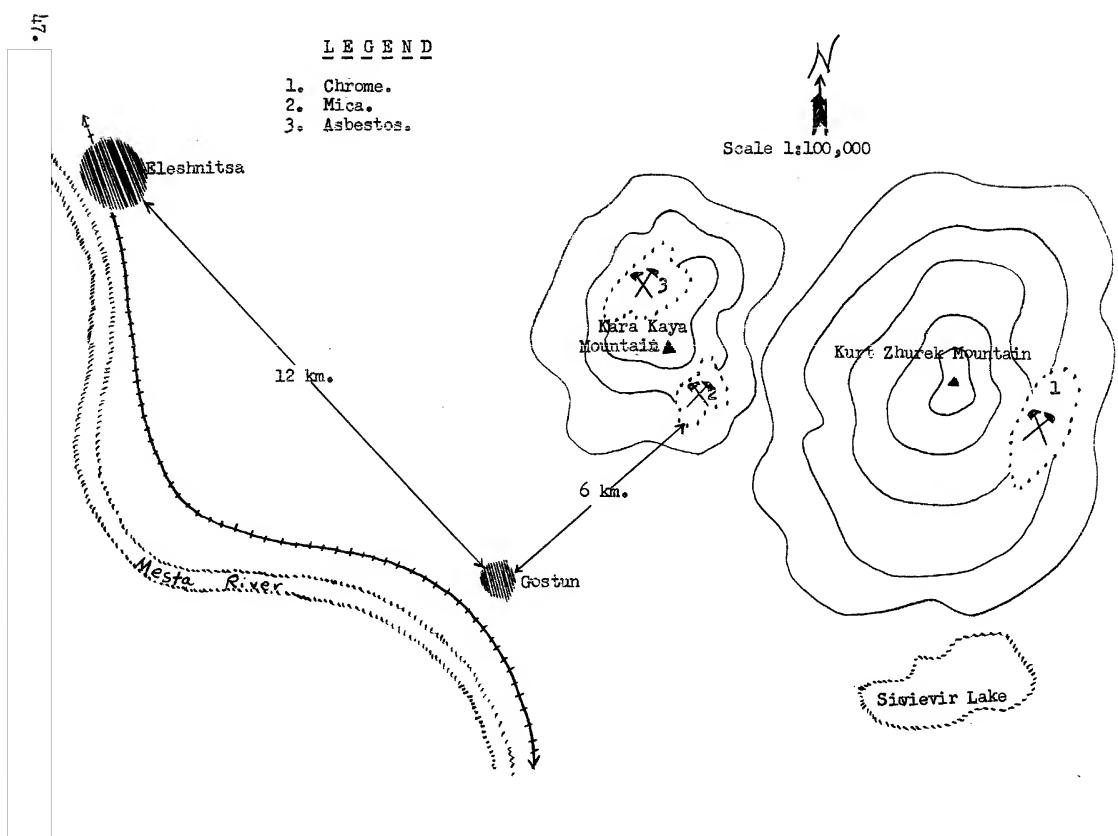
Gostun Chrome, Mica, and Asbestos Mines - 1948

46. [redacted] chrome, mica, and asbestos mines are located at Gostun (N 23-45, E 41-49), as follows:

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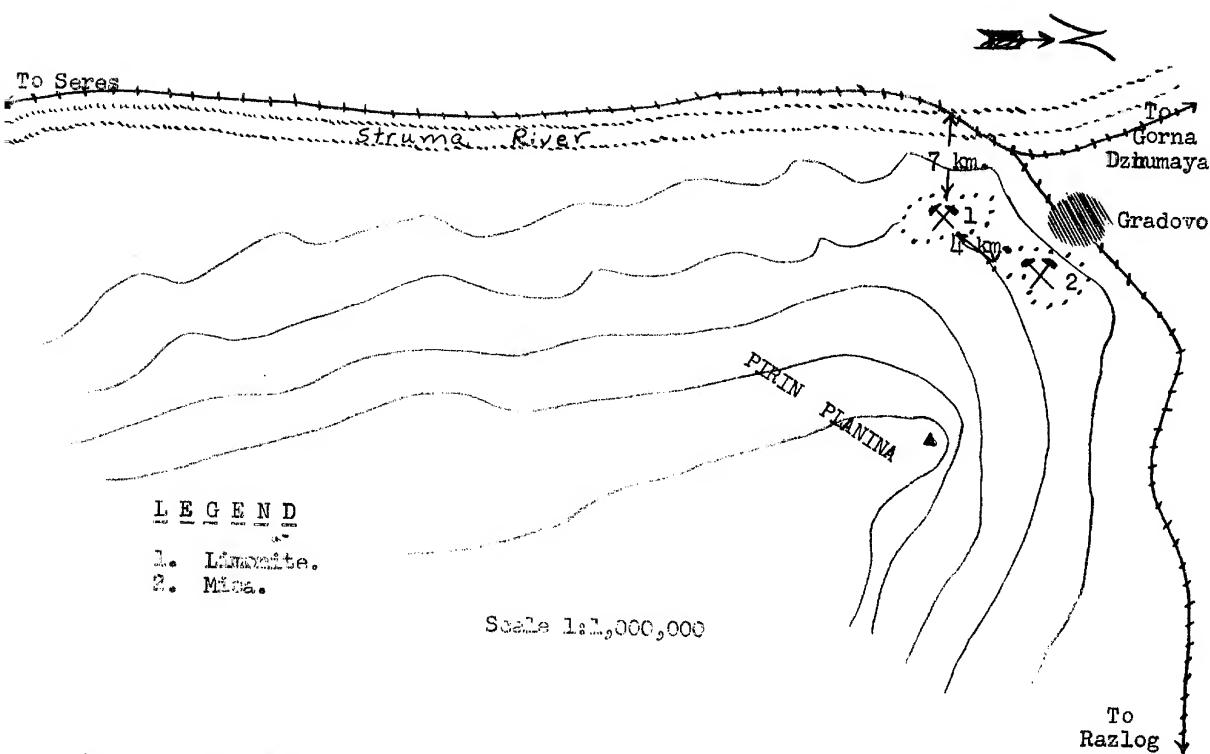
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-11-

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Gradovo Limonite and Mica Mines - Spring 1951

48. Limonite and mica mines are located at Gradovo (N 41-54, E 23-11), as follows:



49. The limonite mine employs 150 workers and the mica cave employs 45 workers. Both operate in one shift per day.

50. [redacted] concerning the mica, which is of the muscovite type [redacted] the cave yields 12-13 tons per day, which is sifted on the spot. 25X1

51. Transport from the mines to the Gradovo railroad station is effected by means of private vehicles. A narrow-gauge rail line is planned to connect these locations.

Elin Pelin Limonite Mine - Spring 1951

52. The limonite mine located near Elin Pelin employs approximately 200 workers in a single shift 11-12 hours long. The administration is in the hands of the Bulgarians.

53. [redacted] the mine produced a total of 6,000 tons of iron ore in the period from September 1950 to 1 January 1951. After undergoing a preliminary selection "by eye," the ore is sent to the Kurilo railroad station for export to Hungary, since Bulgaria has no blast furnaces. 25X1

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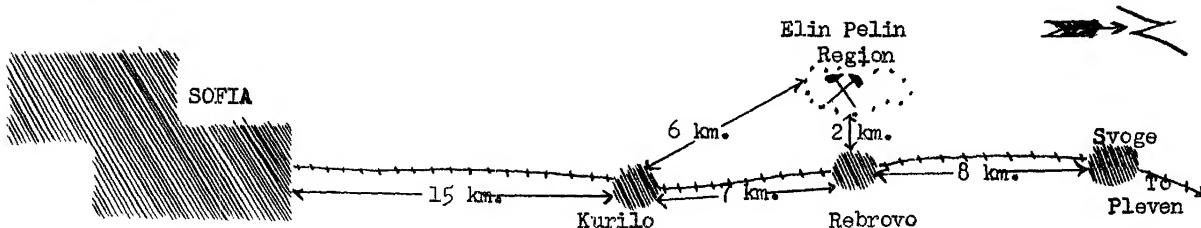
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54. It is planned to expand the mine immediately.

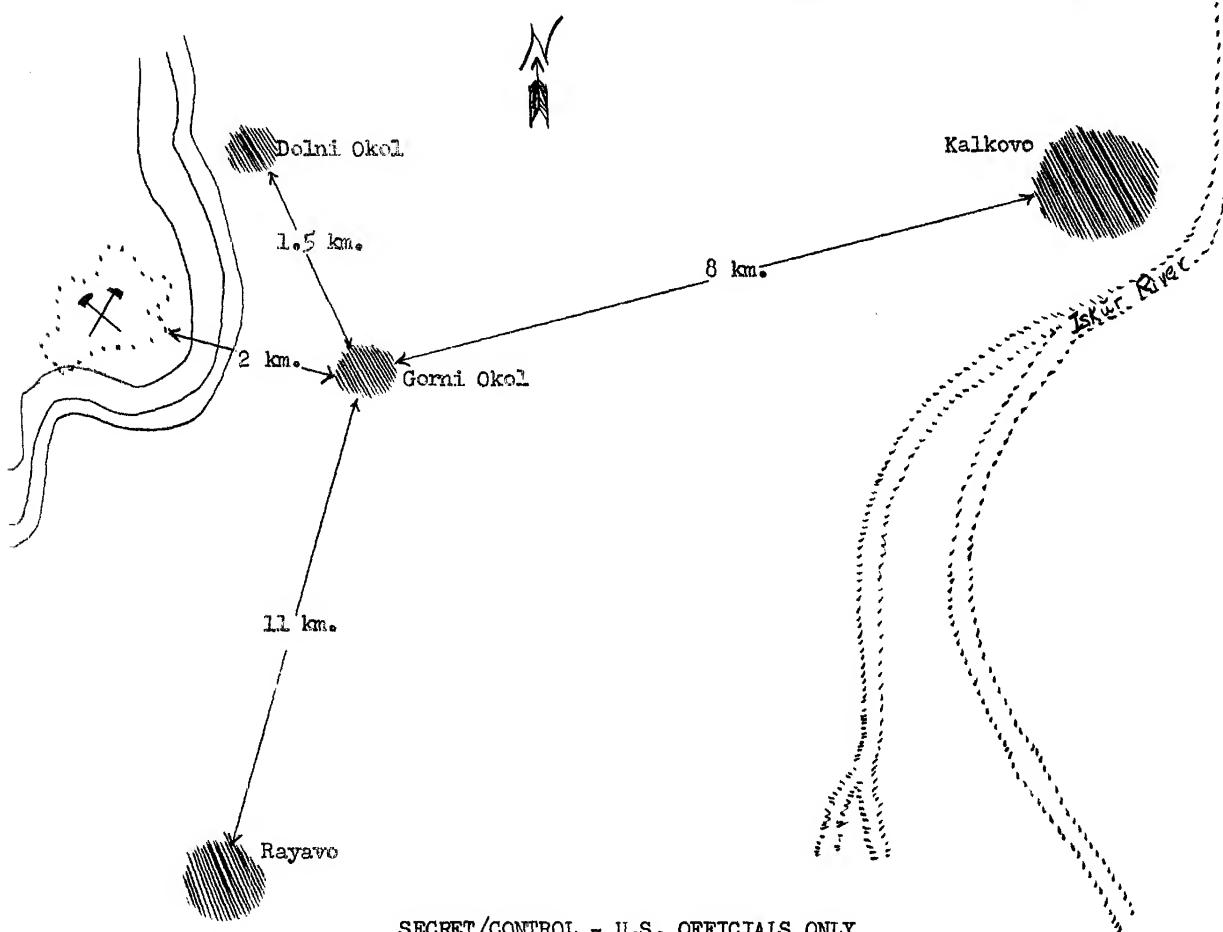
55. Transport is effected by means of trucks ordered from time to time from a State transport company at Kurilc.

56. The following is a sketch of this mining area:



Dolni Okol Bauxite Deposit - Autumn 1948

57. Bauxite deposits are located near Dolni Okol (N 42-29, E 23-30), as follows:



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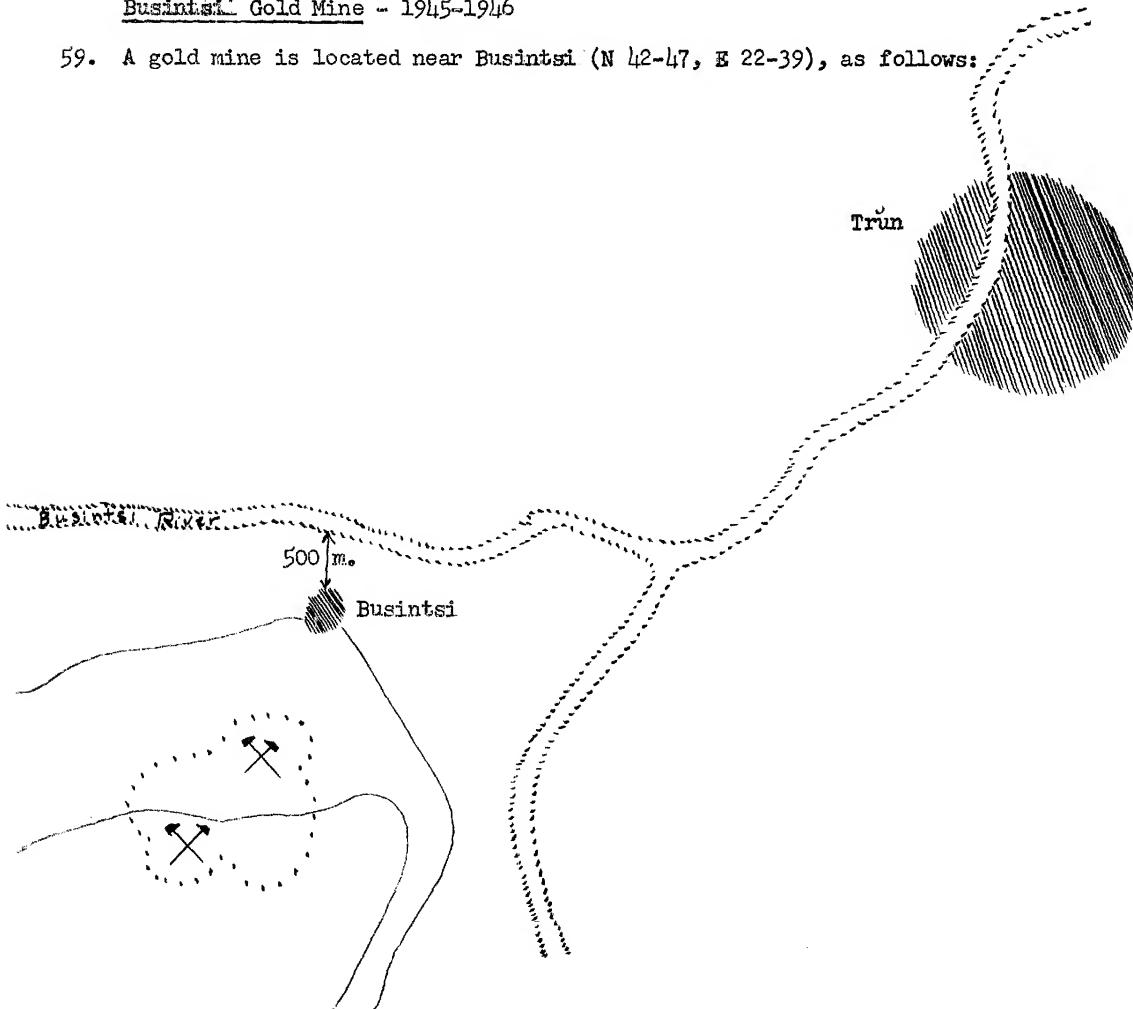
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58. At present the mine is in light activity, with only about 40 workers being employed, although a plan for large-scale exploitation is being studied. The ore is sent by means of trucks to the Ikhtiman railroad station and from there to the former "Caproni" Plant at Kazanluk where obviously there is to be electrolysis equipment for the production of aluminum.

Busintsi Gold Mine - 1945-1946

59. A gold mine is located near Busintsi (N 42-47, E 22-39), as follows:



60. This is a mine formerly [] owned, equipped with a plant for smoothing by the "tray" method.

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61. In all probability the ore is found in quartz rock.

62. The area is enclosed on all sides by a fence set in wooden posts.

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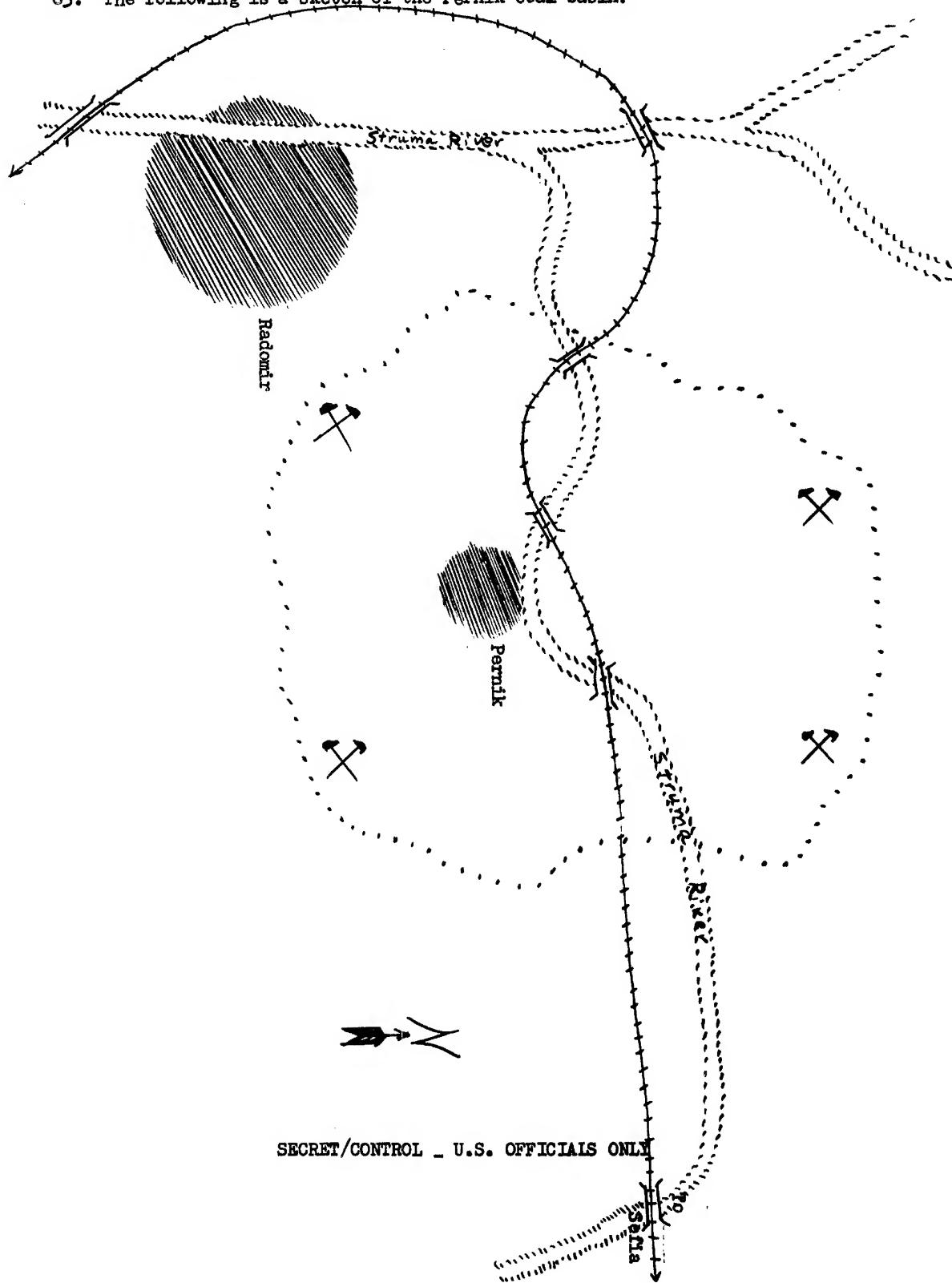
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-14-

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Pernik Low Grade Anthracite ("litantrace") Mine - Spring 1951

63. The following is a sketch of the Pernik coal basin:



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-15-

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64. The Pernik basin has a diameter of 7-8 kilometers, and the town of Pernik is about in the middle of the zone. The mine is old and is the major coal mine in Bulgaria. The installations have not been increased and the number of workers as well as the production is still the same as prior to World War II.

65. The coal extracted is low quality anthracite, 78 percent carbon, calorific value 7,200.

66. The personnel at the mine are almost completely Bulgarian, although a few Soviets are allegedly employed as specialists. [redacted] the following Bulgarian mining engineers at the mine: 25X1

- a. Todor Todorov [redacted] formerly director of the Bobov Dol coal mine;
- b. Krustyu Krustev [redacted] and 25X1
- c. Georgi Radev [redacted]

67. The directorete building is located in the center of Pernik. It is of stone masonry construction, three stories high, and occupies an area of approximately 2,000 square meters.

68. Between 10,000 and 12,000 workers are employed in three shifts, as follows: from 4:00 a.m. to 2:00 p.m., from 2:00 p.m. to 8:00 p.m. and 8:00 p.m. to 4:00 a.m.

69. Production amounts to 18,000-22,000 tons for a 24-hour day. The coal is sent to the railroads and Bulgarian industrial complexes, and, according to rumor, approximately 800 tons a day is sent to the ports of Burgas and Varna for export to the Soviet Union. From 1946 until the spring of 1948, when Tito split with the Cominform, 1,250 tons of first quality coal were sent to Yugoslavia on the basis of a commercial accord between Bulgaria and Yugoslavia.

70. Ten or 12 pits are in activity in the Pernik basin. One of these, the "Georgi Dimitrov" pit, was opened in 1949. They reach a maximum depth of 160-180 meters.

71. Transport vehicles used underground are as follows:

- a. Battery-driven locomotives, 0.50-0.60 gauge, mostly of "Brown Boveri" make; during the last few years an unknown number of Czech locomotives have arrived directly from Czechoslovakia to replace worn-out ones; these locomotives can draw 15-20 loaded cars of 400-kilogram capacity up an 8-10 percent slope;
- b. Trams, with a capacity of 400 kilograms each;
- c. Chain elevators, 1-2 per pit, which raise the 400-kilogram trams to the surface; and
- d. Draft horses to draw the trams to the elevators.

72. Transport vehicles used on the surface are as follows:

- a. Steam locomotives, standard gauge, owned by the State railroad system;
- b. Gondolas, standard gauge, owned by the State railroad system;

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-16-

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- c. Four or five naphtha locomotives, standard gauge, owned by the mining administration;
- d. Steam locomotives, 60 centimeter gauge, for the transport of coal from the pits to the coal-selection plant (selection of the pieces of coal according to their size), belonging to the mining administration;
- e. Gondolas, 60 centimeter gauge, for the transport of coal from the pits to the coal-selection plant, belonging to the mining administration; and
- f. Approximately 50 trucks of various makes and tonnages, used to transport the workers to and from their homes.

73.

[redacted] the health situation is good in the mining zone. Pernik has a hospital comprising six buildings, enlarged after World War II, with a total of 250 beds. The equipment is modern. The staff consists of 30 doctors; the number is this large in relation to the size of the hospital, because of the necessity of making continuous health inspections throughout the area and to take care of the first aid stations located at various points in the coal basin.

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Bobov Dol Low Grade Anthracite Mine - Autumn 1950

74. The coal obtained in this basin is low grade anthracite, 7,400 calories and 80-82 percent carbon.

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75. The mine director is Radush Radushev, [redacted] engineer [redacted] [redacted] The directive and technical personnel are exclusively Bulgarian. Twenty-five hundred to three thousand workers are employed in three shifts per day.

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76. Production varies between 5,000 and 7,000 tons a day. It is all destined for the national market.

77. Transport equipment is, in proportion to the size of the mine, greatly inferior to that of the Pernik mine discussed in the section above. [redacted]

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[redacted] the coal is raised from the pits to the surface on chain elevators and that battery-driven locomotives are used in the coal galleries. On the surface, the mine is served by a narrow-gauge line for transporting the coal from the pits and the galleries of extraction to the selection plant.

78. The directorate is located in a 2-story building occupying an area of 250 square meters in the immediate vicinity of the Bobov Dol railroad station.

79. A hospital with a capacity of 50 beds is located in the middle of the village of Bobov Dol. Cases which cannot be taken care of at this hospital are sent to the hospital at Dupnitsa (N 42-15, E 23-06).

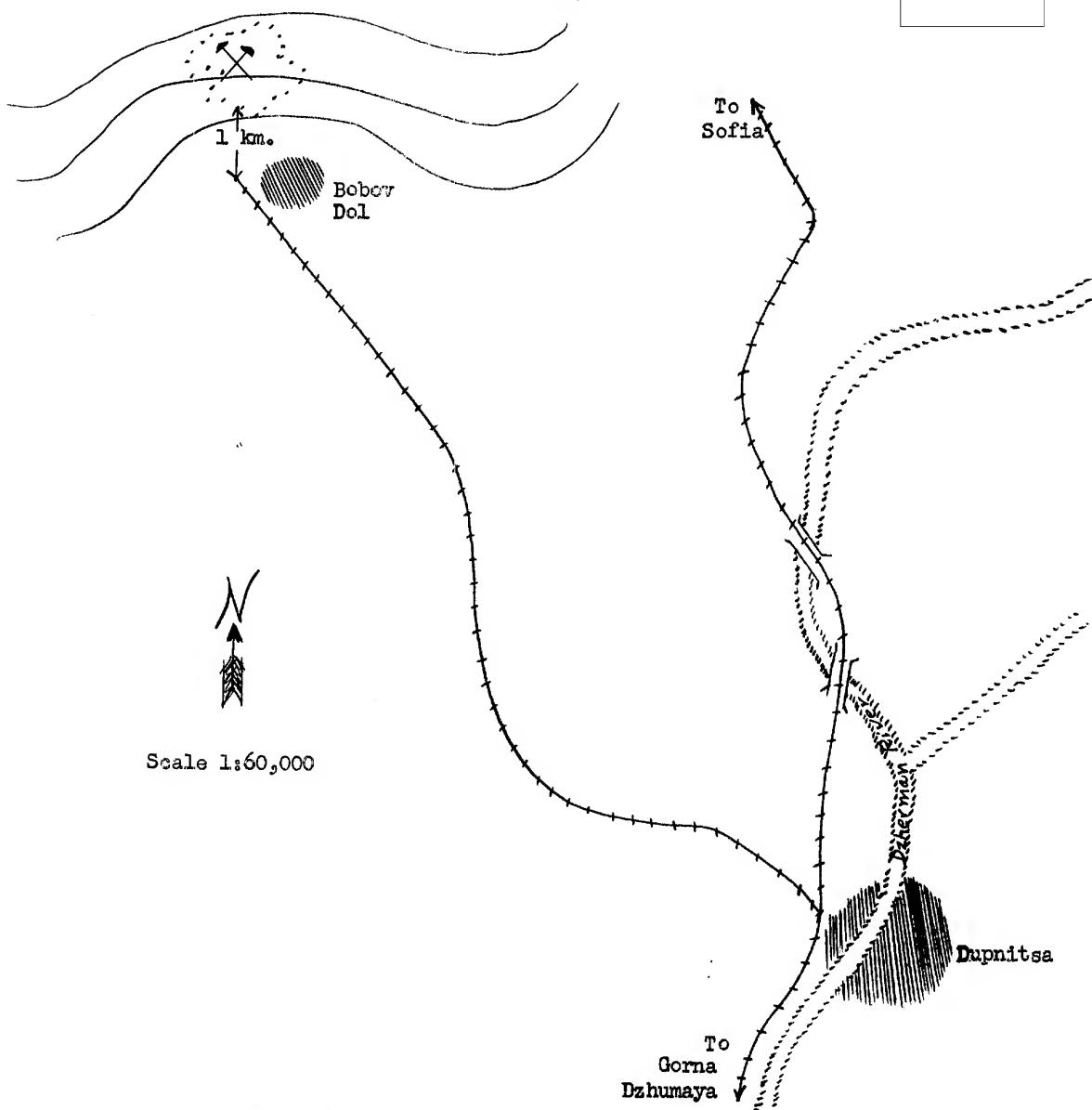
80. The sketch map shown at the top of the next page shows the relative location of the Bobov Dol coal basin.

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-17-

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Bresani Anthracite Mine - Autumn 1950

81. The coal extracted from this mine is anthracite, calorific value 8,200.
82. The mine, formerly the property of the banker Georgi Gubidelnikov, is now under Soviet administration.
83. Research was started in 1948 by the Soviets for the purpose of expanding the mine, and are still under way with excellent results. Twelve new pits have been opened,

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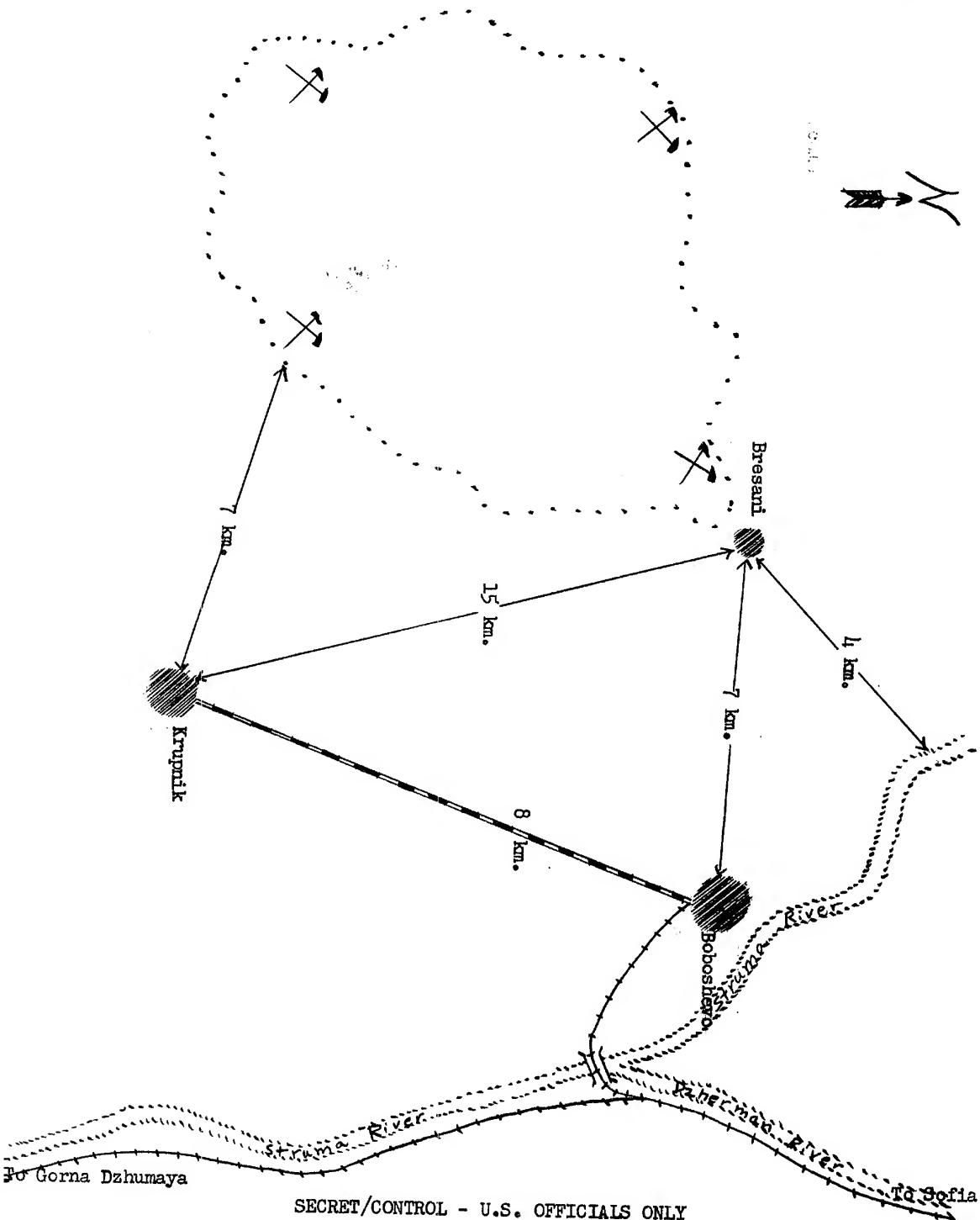
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-18-

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connected by a narrow-gauge rail network. Construction is planned for a standard-gauge rail line with a course of 10-12 kilometers to connect the mine with the railroad station at Boboshevo (N 42-09, E 23-01).

84. The following sketch shows the location of the Bresani anthracite basin:



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-19-

85. Six or seven hundred workers are employed in three shifts per day. Prior to World War II, a maximum of 200 workers were employed.

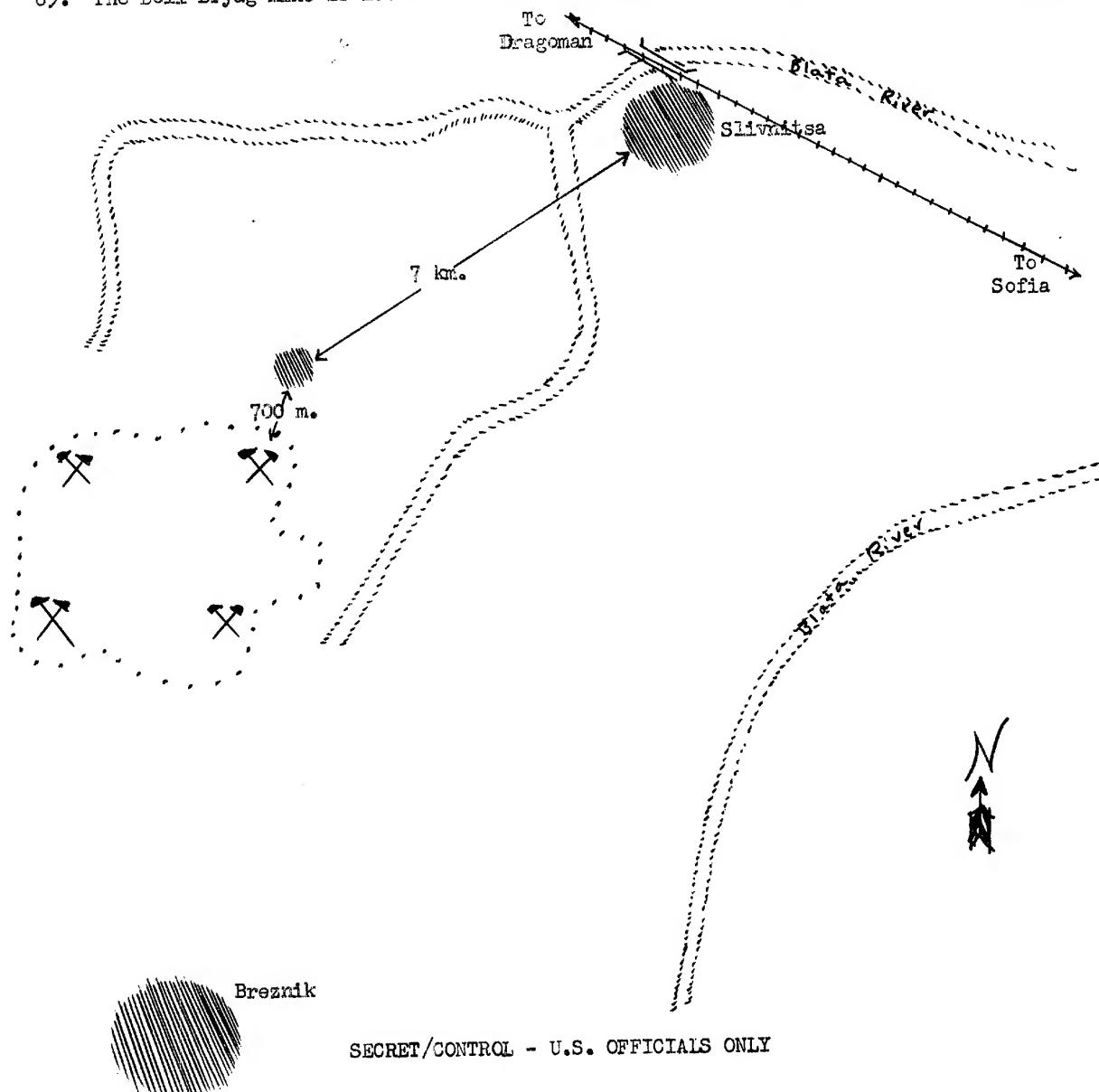
86. Production is 800 tons per day. An unknown percentage of this is periodically sent to the port of Burgas for shipment to the Soviet Union.

87. The mine is not equipped with a narrow-gauge rail line. Coal is transported by means of about 20 "ZIS," "Skoda," and "Praha" trucks (belonging to the mine) to the Krupnik railroad station, a distance of seven or eight kilometers, and from there to the Boboshevo railroad station over the 0.80 gauge line.

88. Approximately 15 pits are in operation. Twelve of these went into production recently.

Beli Bryag Anthracite Mine - Autumn 1950

89. The Beli Bryag mine is located southwest of Slivnitsa (N 42-51, E 23-03) as follows:



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-20-

25X1

90. The coal of this mine is anthracite, calorific value 8,000.

91. The administration personnel is exclusively Bulgarian. The labor force consists of 800-1,000 workers in three shifts per day. Production amounts to 2,500-3,000 tons per day

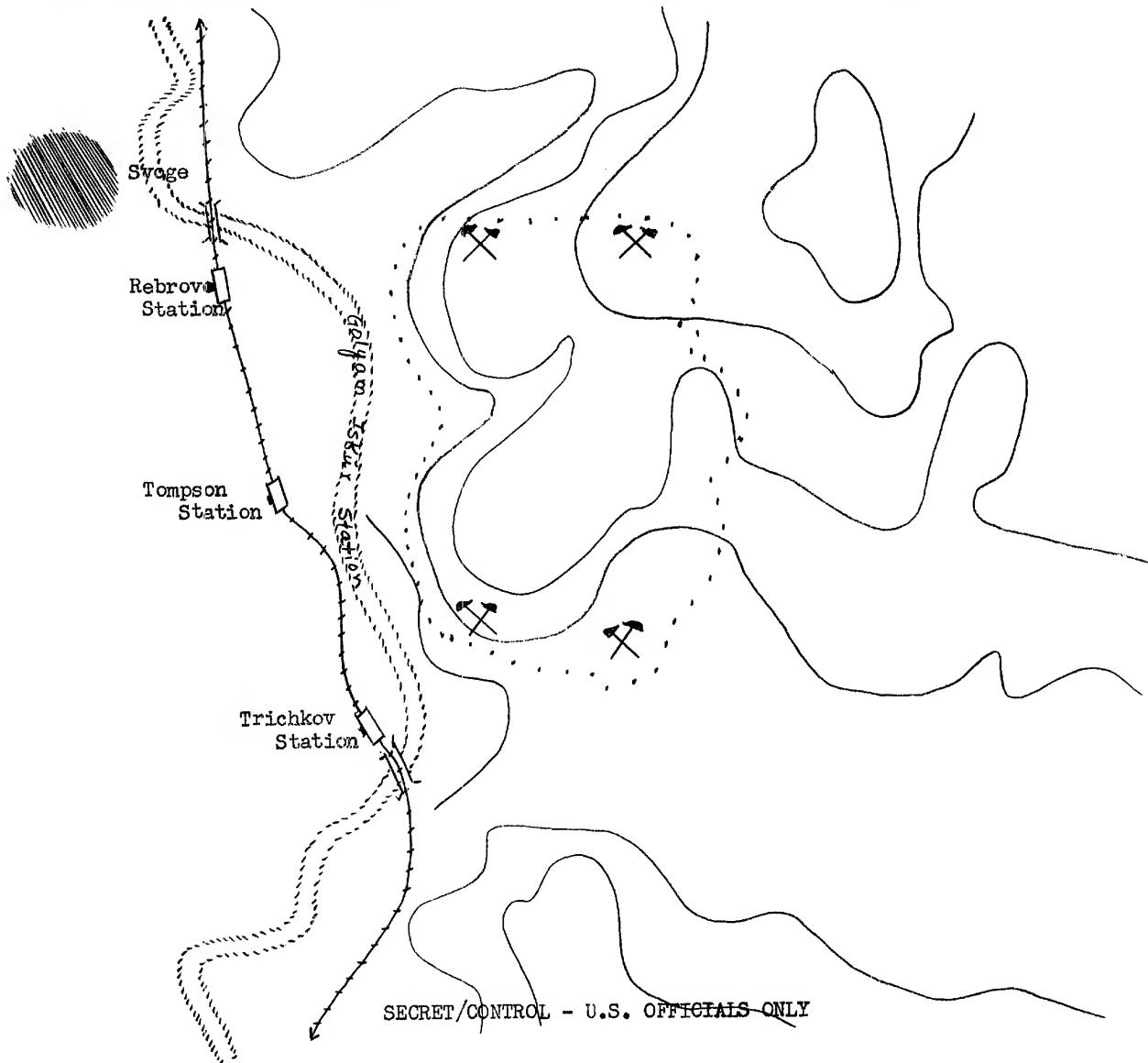
92. Ore is extracted in four galleries extending in a western direction, following the line of the veins. These are 120-130 meters long and have no branch drifts. Transport of the coal from the galleries to the outside is effected by narrow-gauge trams, capacity 400 kilograms, which are pushed by hand. The mine has at its disposal approximately 10 trailer trucks of "Opel" and "Diesel" makes for transporting the coal to the Slivnitsa railroad station.

93. The workers who do not have private homes in the vicinity are lodged at the mine site in wooden barracks which are inadequately equipped.

25X1

Svoge Anthracite Mine - May 1951

94. The following is a sketch of the Svoge (N 42-57, E 23-21) coal basin:



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25X1

-21-

95. The coal extracted from this mine is a very friable type of anthracite.
96. The administration is exclusively Bulgarian. The directorate is located in a 1-story building set on piles behind the railroad station of Svoje.
97. The mine employs 1,200-1,300 workers in two shifts per day. Production is estimated at about 1,500 tons of coal per day. Approximately 20 galleries having a length of 50-80 meters are in operation.
98. The extracted coal is transported from the galleries to the outside by means of narrow-gauge trams pushed by hand and with wheelbarrows. Subsequently, the coal is taken to the Tompson railroad station by means of trucks assigned to the mining directorate.
99. Before reaching the rail connections, the road crosses a bridge at two kilometers south of Tompson. This bridge is the iron girder type, with five spans, approximately 200 meters long. The bridge is absolutely insufficient, especially since it cannot bear heavy loads. Also, two other bridges are allegedly to be constructed which will, considering the extent of the basin, shorten the transport routes.

Eliseyma Anthracite Mine - June 1951

100. For a sketch of the anthracite mine area at Elisyena, see paragraph 36, page 3. The mine administration is exclusively Bulgarian.
101. The basin employs approximately 500 workers in two shifts per day. Production is about 1,000-1,200 tons per day. Eighty percent of this is sent by means of the 2-cable teleferic line to the copper extraction and purification plants located immediately south of Eliseyma.

102. Concerning transport equipment, [redacted] the existence of a 2-cable teleferic line served by 64 cars of 400-kilogram capacity which join the mine with the copper processing plant over a line approximately 4,500 meters long.

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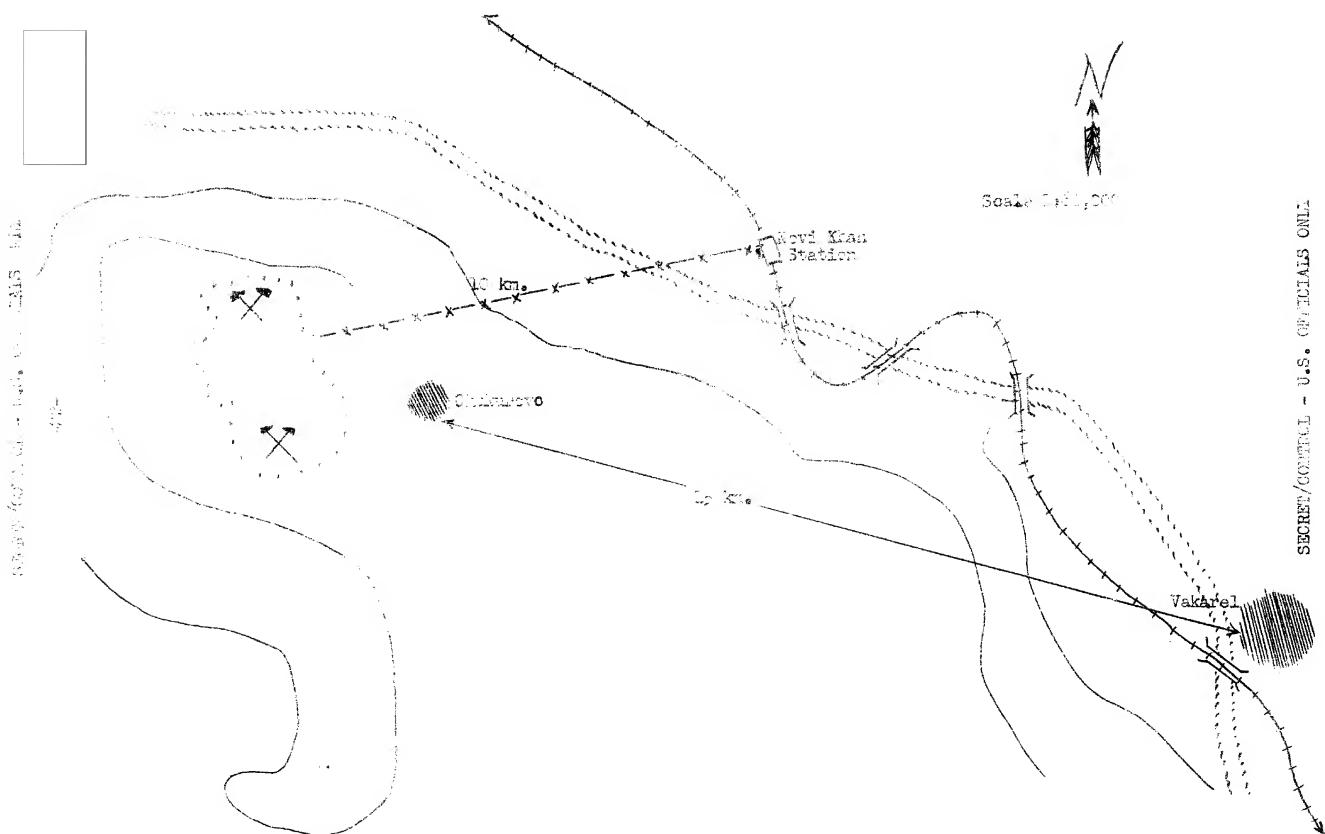
Chukurovo Low Grade Anthracite Mine - Autumn 1950

103. The administration of the low grade anthracite ("litantrace") mine at Chukurovo (N 42-32, E 23-37) is exclusively Bulgarian. The directorate is located in a building in the middle of the village. The building was constructed in 1950.
104. The mine employs 600-700 workers in two shifts per day.
105. Production amounts to 3,000-4,000 tons per day.
106. Extraction points consist of three principal galleries.
107. Transport of the coal from the galleries to the outside is effected by means of narrow-gauge trams pushed by hand. The exploitation area is connected with the Novi Khan railroad station by means of a 2-cable teleferic line of old construction.
108. The following is a sketch of the Chukurovo coal mine area:

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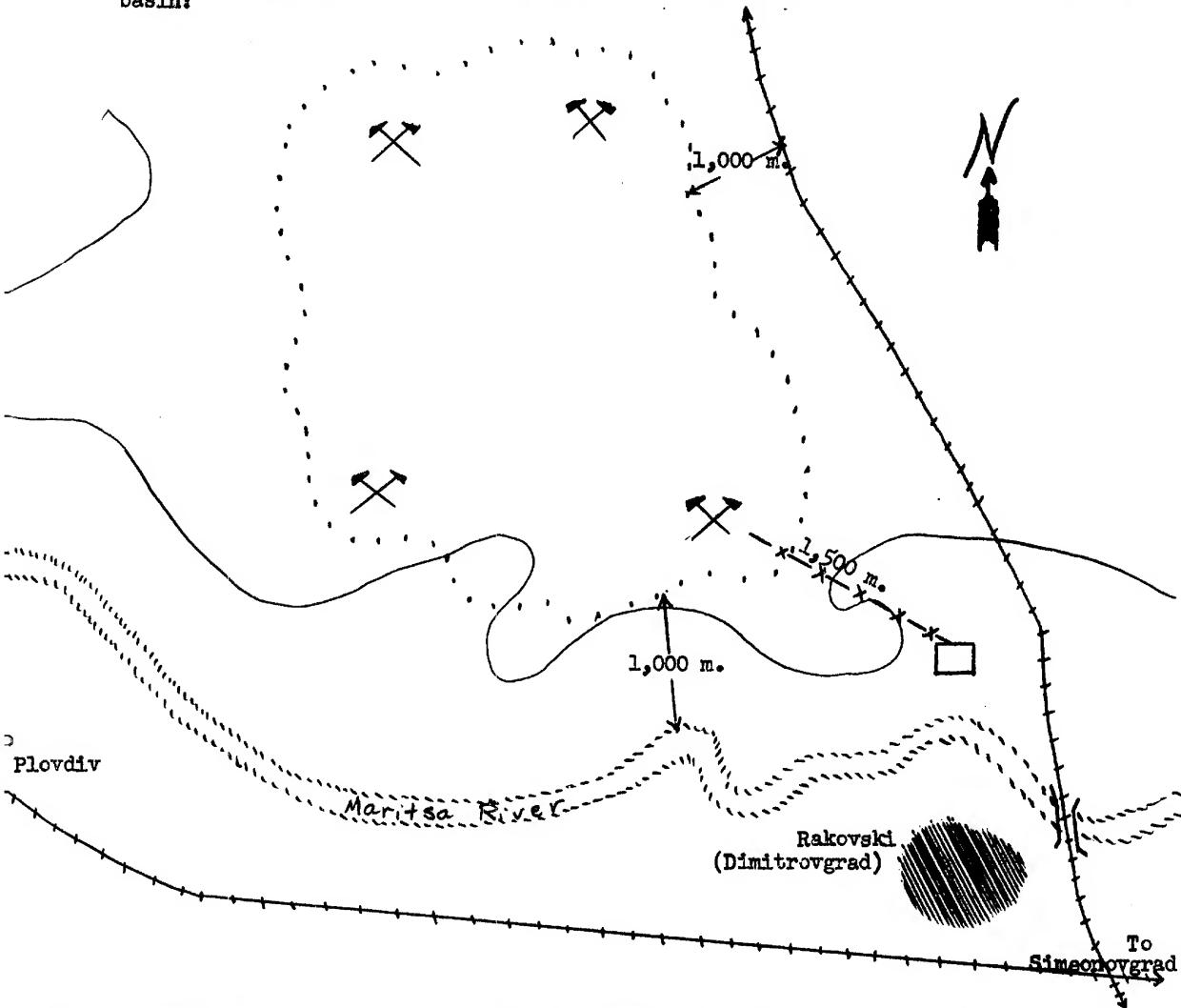
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-23-

25X1

Maritsa Basin Anthracite Mine - Autumn 1950

109. The following shows the anthracite (NOTE--The sketch which follows was labelled "litantrace" basin although the text states "anthracite" basin) area of the Maritsa basin:



110. The administration of the mine is exclusively Bulgarian. The directorate is located in the southeast extremity of the basin.

111. Eight or nine hundred civilian workers and 700 political prisoners are employed in three shifts per day. Production amounts to 6,000-8,000 tons per day, which is partly absorbed by the "Vulkan" Cement Plant and the thermoelectric plant in Rakovski.

112. As of Autumn 1950, subsoil research was being carried out in the extreme north section of the basin by Soviet technicians assisted by about 100 Trudovaks.

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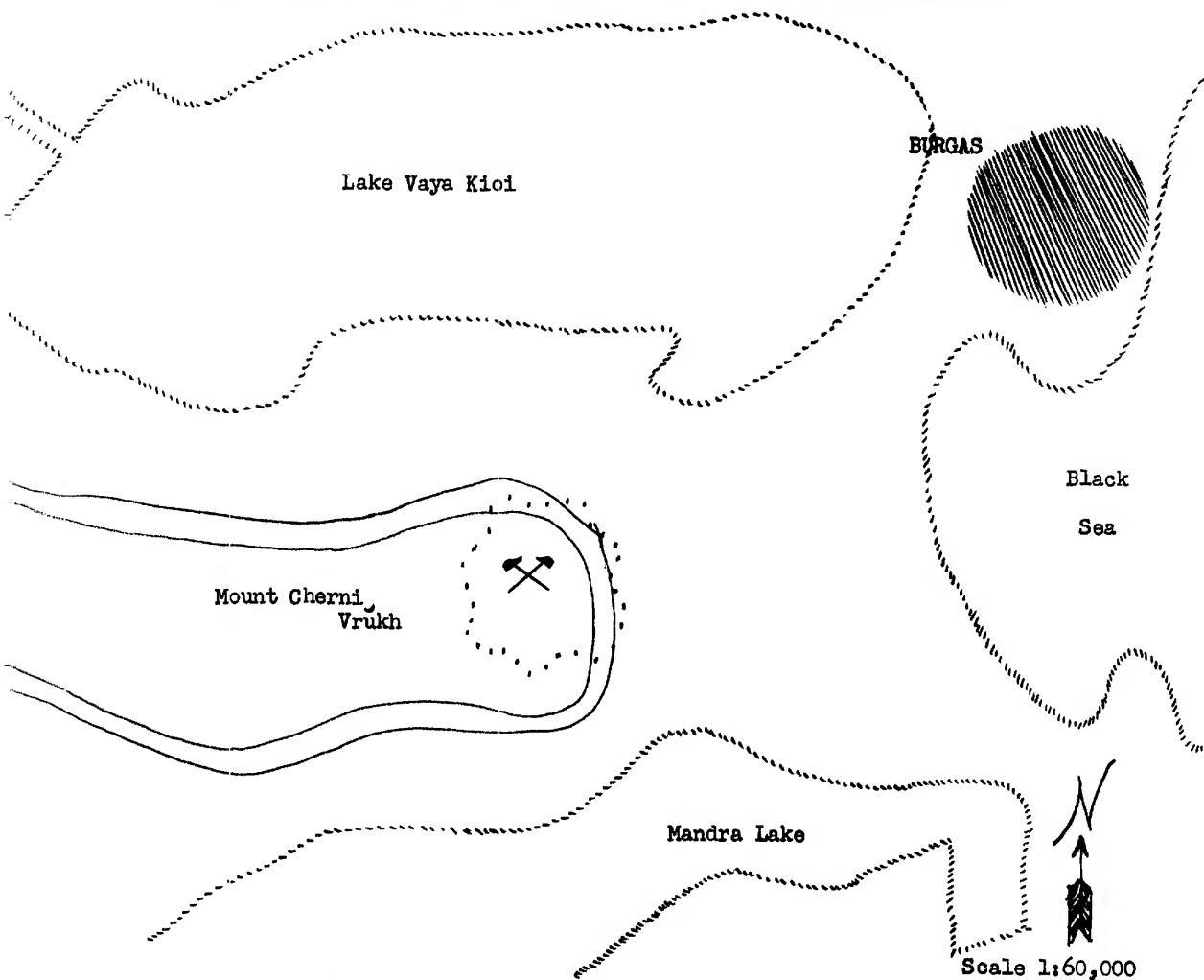
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-24-

113. The mine is connected with the "Vulkan" Cement Plant by a 2-cable teleferic line 1,500 meters long. The coal is taken from the mine galleries to the outside on narrow-gauge trams of 400-kilogram capacity. From the extraction galleries to the teleferic loading zone the trams are pushed by hand on a cable one meter above the ground.

The "Pirin" Anthracite Mine at Cherni Vrukh Mountain - Summer 1949

114. The following sketch shows the location of the "Pirin" anthracite mine:



115. This mine was formerly privately owned by a company; one of the major stockholders of the company was Kimon Georgiev, the present Minister of Electrification. The administration is exclusively Bulgarian. Twenty-five hundred workers are employed in three shifts per day.

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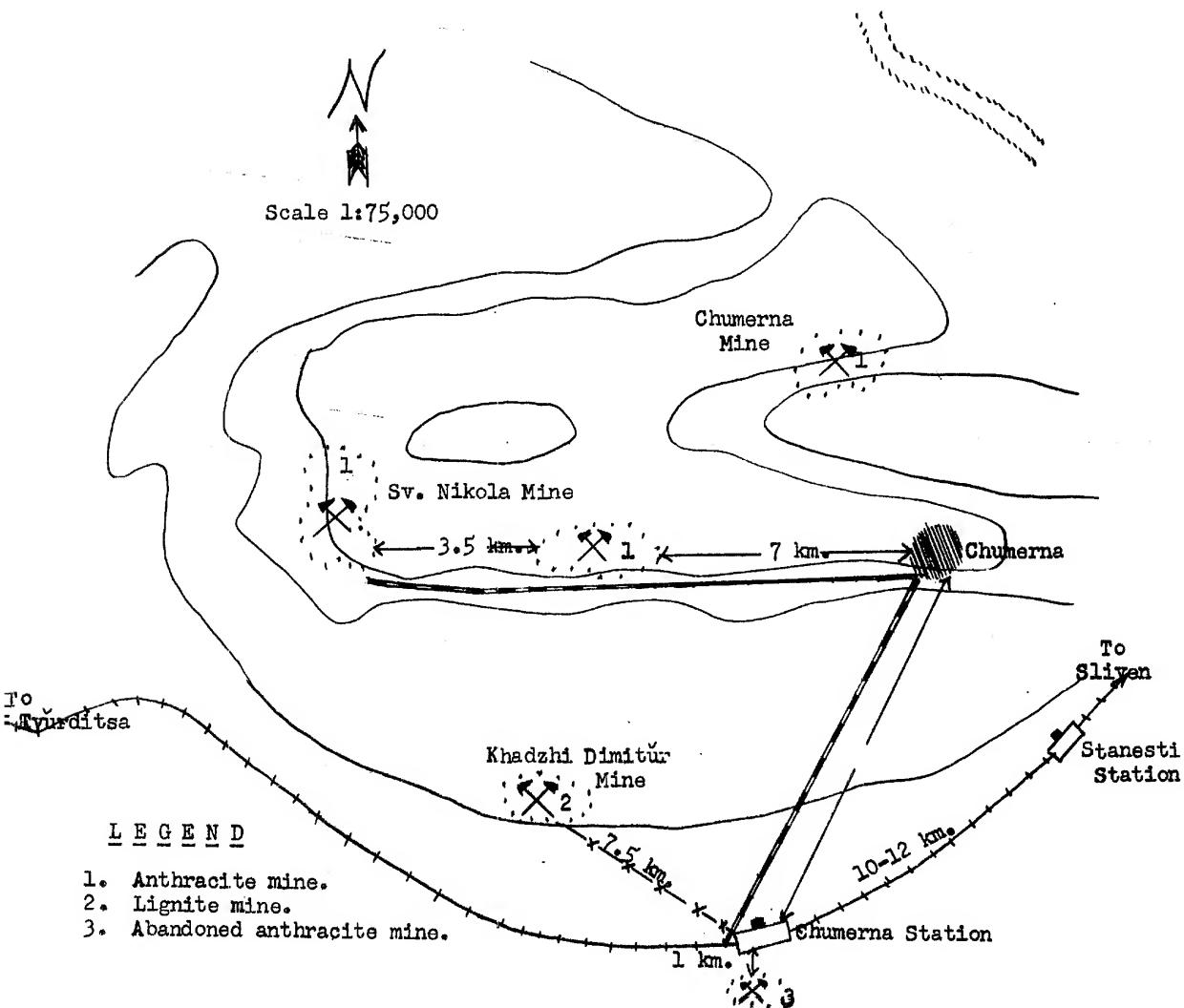
-25-

116. Production amounts to 8,000 tons per day. In all probability, the total production is sent to the Soviet Union because of the high calorific content of the coal and the nearness to the port of Burgas.

117. Extraction points are an unknown number of pits and underground galleries on the southeast slopes of Mount Cherni Vruk. The basin is connected with the railroad station of Burgas by a rail line, 0.60 gauge, equipped with 8-12-ton cars and eight steam locomotives.

Mount Chumerna Coal Basin - January 1951

118. The following is a sketch of the Mount Chumerna coal basin:



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-26-

25X1

119. The Mount Chumerna coal basin consists of four mines from which is extracted, for the most part, anthracite coal. The administration is exclusively Bulgarian. The directorate is located in the mineral area known as "Chumerna," facing, and south of, the mine of the same name. The area has a population of 700-800.

120. [redacted] the following mine personnel:

25X1

- a. Stoyan Angelov, political director [redacted] former miner;
- b. Georgi Stoykov, engineer, technical director [redacted] not a Communist;
- c. Kosta Mitev, director of the "Sveti Nikola" Mine, mining expert [redacted] not a Communist; [redacted]
- d. Georgi Beskov, director of the "Divina" Mine, mining expert [redacted] Communist; and [redacted]
- e. Benev (fnu), director of the "Khadzhi Dimitur" Mine, engineer [redacted]

25X1

121. The labor force of the mines is as follows:

- a. "Chumerna" Mine, 650 workers in three work shifts;
- b. "Divina" Mine, 400 workers in three shifts;
- c. "Sveti Nikola" Mine, 400 workers in three shifts; and
- d. "Khadzhi Dimitur" Mine, 600 workers in three shifts.

122. Production of the various mines is as follows:

- a. "Chumerna" Mine, 320 tons of anthracite per day (8,000 calories);
- b. "Divina" Mine, 350 tons of anthracite per day (8,000 calories);
- c. "Sveti Nikola" Mine, 340 tons of anthracite per day (9,400 calories); and
- d. "Khadzhi Dimitur" Mine, 600 tons of lignite per day.

123. All the anthracite extracted from these mines is sent to the port of Burgas for shipment to the Soviet Union.

124. The extraction points are exclusively of the gallery type. The principal gallery of the "Sveti Nikola" Mine was recently joined, over a course of 400 meters, with that of the "Divina" Mine. The juncture was effected to avoid outdoor transport which in the winter is particularly difficult because of the [redacted] and also to shorten the route.

125. Inside the mines, with the exception of the "Khadzhi Dimitur" lignite mine, the transport of the coal is effected by means of narrow-gauge trams, capacity 400-kilograms each, which are pushed by hand. Because of the steep slope of the "Khadzhi Dimitur" mine, this mine uses motor-driven cables to which are fastened the little cars of automatic dumper type. These interior transport means are allegedly to be completely replaced by modern equipment of Soviet manufacture.

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-27-

25X1

126. A principal rail line, 0.60 gauge, connects the mining area of Chumerna with the railroad station of the same name over a route of 32 kilometers. This line is the property of the directorate of the basin, as are all the locomotives and cars; their depot is at the Chumerna railroad station. The line has a gradient of 12-15 percent and is served by the following:

- Six steam locomotives, two of which are in poor condition; and
- One hundred and twenty cars (not dumpers), capacity eight tons each.

127. A secondary connecting line, 0.60 gauge, joins the "Sveti Nikola" Mine to the "Divina" Mine and the railhead of the principal trunk line described in the preceding paragraph. This line has a route of approximately 11 kilometers, with a slope of 6-12 percent, and is equipped with the following cars and locomotives:

- Three steam locomotives; and
- Forty cars (not dumpers), with a capacity of six and eight tons each.

Construction of this rail line was done in a rather rapid period and, for this reason, major work of repairing the roadbed and replacing of rails was carried out during the course of 1950.

128. The "Khadzhi Dimitar" lignite mine is also connected with the Chumerna railroad station by means of a 2-cable carrying and 1-cable traction teleferic line equipped with 400 cars (capacity 400 kilograms) of the automatic dumping type. The teleferic line is 7,500 meters long.

129. The basin is also equipped with about twenty 3- and 5-ton trucks of "ZIS," "Praha," and "Skoda" make, which are used exclusively for transporting workers and various material such as wood, machinery, etc.

130. An anthracite mine located one kilometer south of the Chumerna railroad station was abandoned in 1948 following the inundation of its principal gallery when the barriers burst on a tributary of the Tundza River. According to rumor, this mine is soon to be reactivated by the Soviets and exploited on a large scale.

Tvurditsa Anthracite Mine - January 1951

131. The coal at the Tvurditsa mine is anthracite with a calorific value of 8,200-8,500.

132. The administration is exclusively Bulgarian, although it is rumored that Soviet administrative experts are employed in unknown capacities.

133. The mine employs 1,500-1,800 workers in three shifts per day.

134. Production varies between 6,000 and 8,000 tons of anthracite per day. It is absorbed by unidentified Bulgarian industrial complexes.

135. Inside the galleries, transport is effected by means of narrow-gauge cars, pushed by hand, with a capacity of 400 kilograms. Outside, the mine is connected with the Tvurditsa railroad station over a rail line (0.60 gauge) eight or nine kilometers long, with non-dumping cars of six and eight ton capacity. The basin is also equipped with about 20 trucks used for transporting the workers and various material.

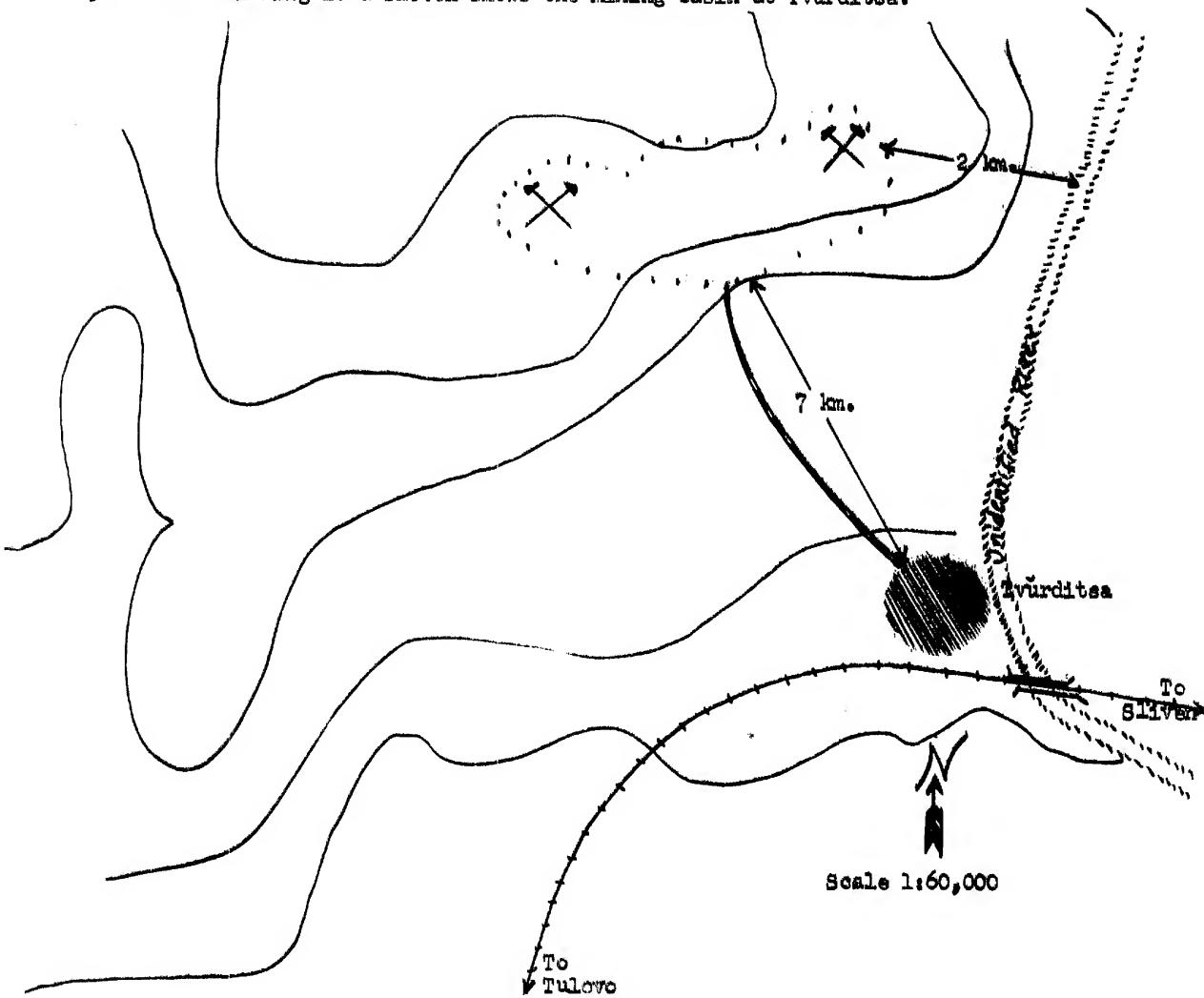
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25X1

-28-

136. The following is a sketch shows the mining basin at Tvarditsa:



137. The hospital is located in the immediate vicinity of the railroad station at Tvarditsa. It has a capacity of 200 beds, was constructed in 1948-1949, and is subordinate to the mining directorate.

Nikolaev Anthracite Mine - January 1951

138. The coal at the Nikolaev (N 42-37, E 25-48) mine is anthracite with a calorific value of more than 8,000.

139. The administration of the mining basin is exclusively Bulgarian. Twenty-two to twenty-five hundred workers are employed; of these 1,200-1,500 are political prisoners (mostly Communists suspected of deviationism). Work is carried out in three shifts a day.

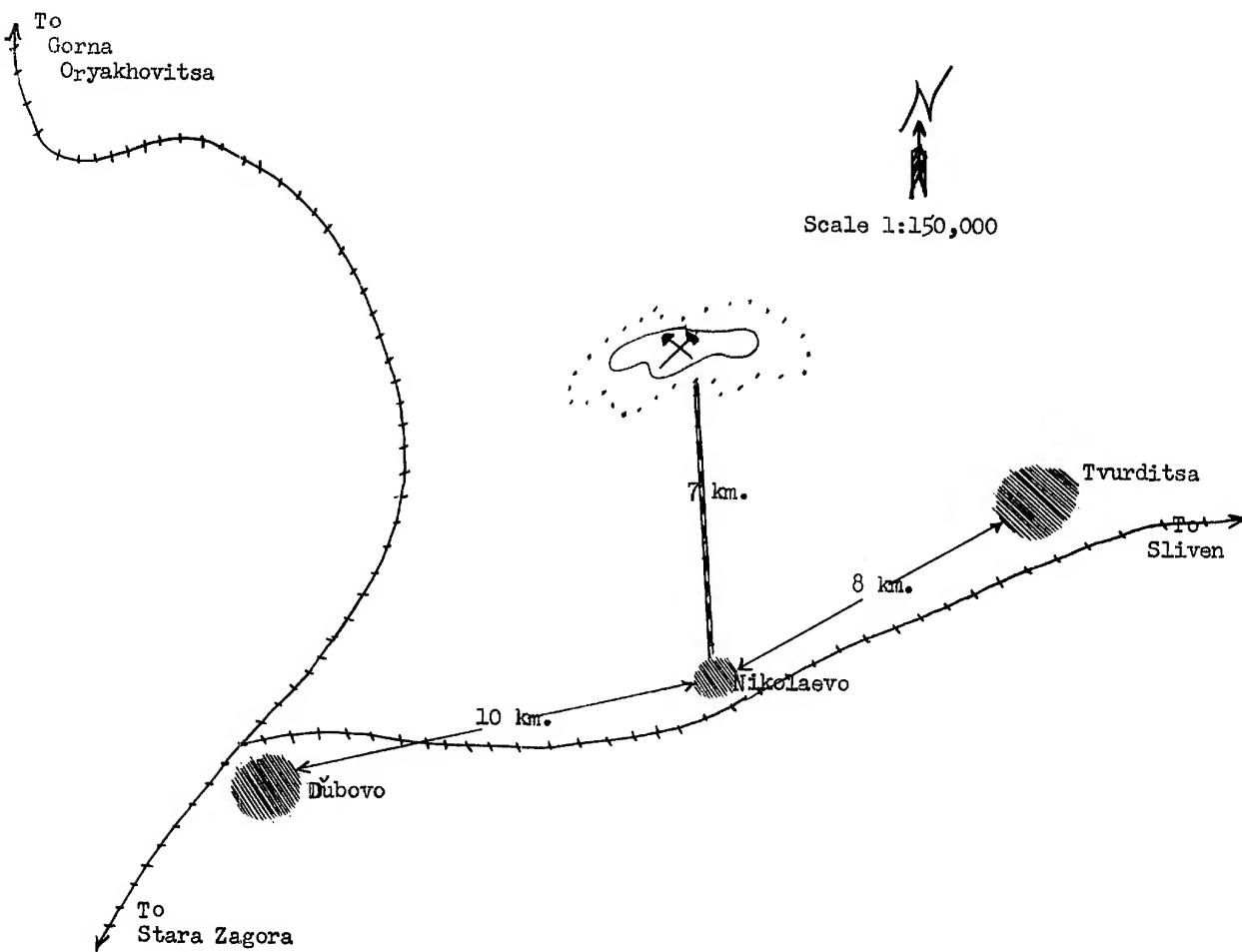
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25X1

-29-

140. The following sketch shows the location of the mine area:



141. Production varies between 8,000 and 12,000 tons a day, which is absorbed by the various Bulgarian industrial complexes.

142. Narrow-gauge (0.50 gauge) rail lines run inside the galleries. It is served by six or seven naphtha locomotives [redacted] which were imported recently. The cars are of the dumping type, with a capacity of 400 and 600 kilograms.

143. Outside, a rail line (0.60 gauge) connects the mine to the Nikolaev station over a course of seven or eight kilometers. Traction equipment for this line consists of six or eight steam locomotives, of old manufacture, which are in good condition. The rolling stock consists of ordinary cars of the non-dumping type, which have a capacity of 6-8 tons. About 30 trucks of various makes and tonnages are used to transport workers as well as to deliver coal to the nearby factories.

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-30-

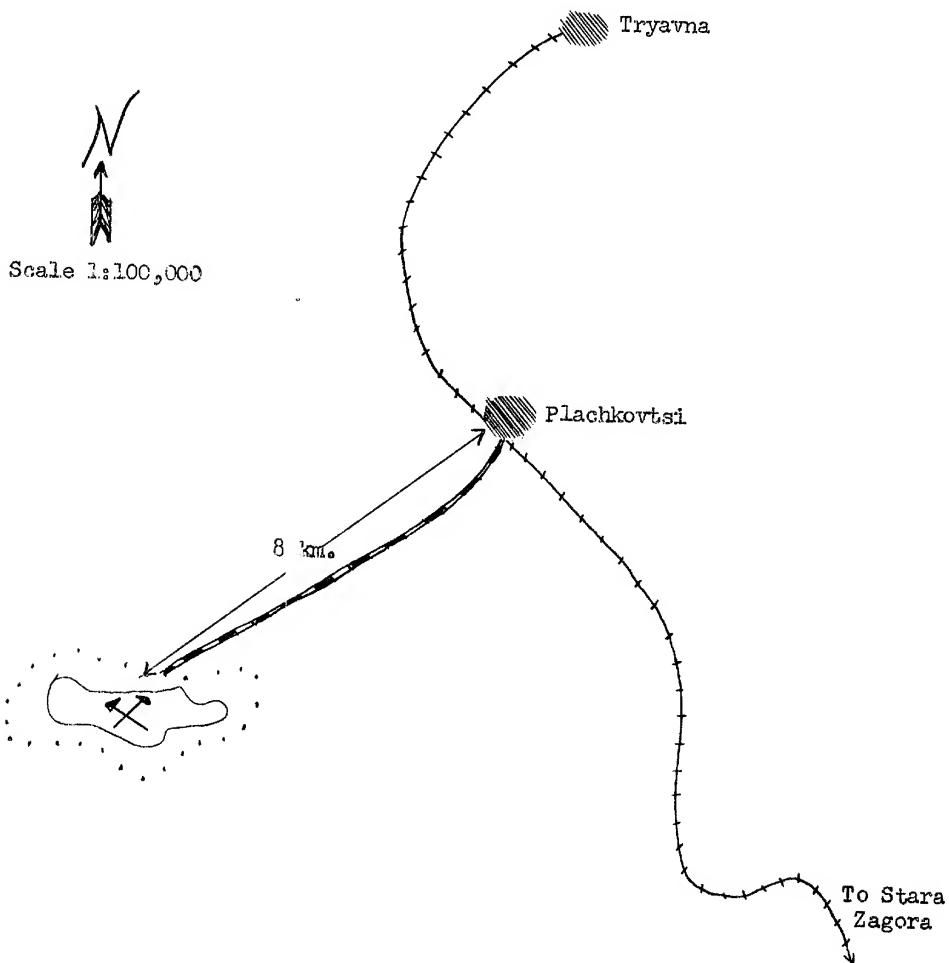
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144. A hospital with a capacity of 150 patients was constructed in the village of Nikolaev in 1946-1947. It is subordinate to the mining directorate.

145. Subsoil research is being carried out in the immediate vicinity of the mining basin by Soviet technicians; the manpower for this project is Bulgarian. The sounding equipment used can reach a depth of 150 meters and is of the "Krelius" (?) and "Sullivan" makes.

Plachkovtsi Anthracite and Low Grade Anthracite Mine - November 1950

146. The following sketch shows the location of the coal area near Plachkovtsi (N 42-48, E 25-29):



147. The administration of this mine is exclusively Bulgarian. It was formerly the property of ex-Minister of Finance Burov (who was minister about 1940).

148. Approximately 1,500 workers, 200 of which are political prisoners, are employed in three work shifts. [redacted] the coal is sent to the railroad stoking station of Gorna Oryakhovitsa and to the neighboring factories.

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-31-

25X1

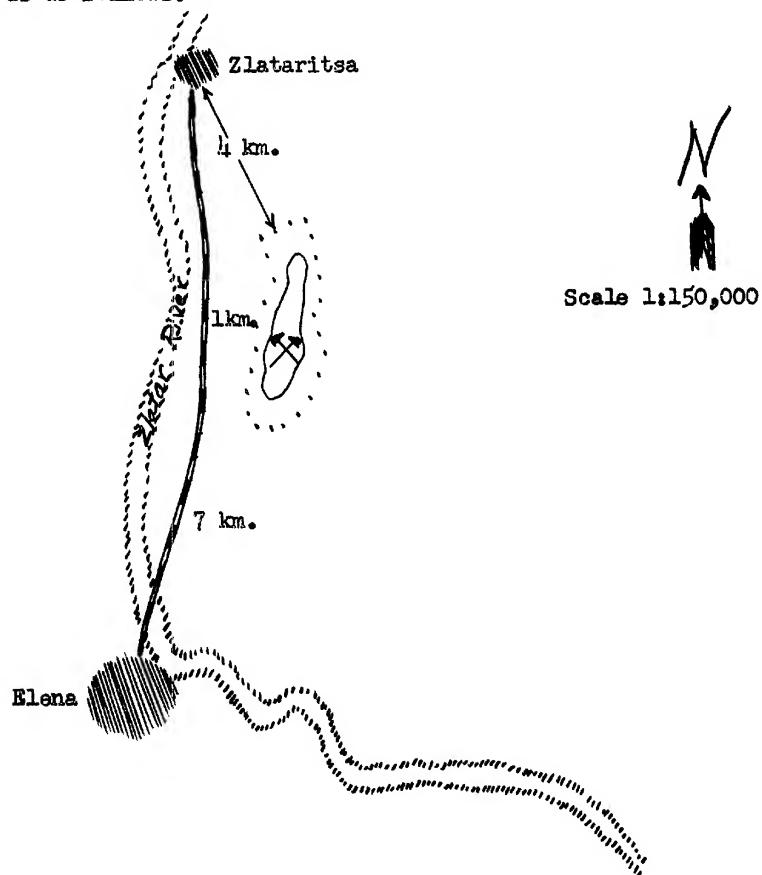
149. [redacted] A rail 25X1

line of 0.60 gauge seven or eight kilometers long connects the basin with the railroad station of Plachkovtsi. The traction equipment consists of 10-12 steam locomotives, about 28-30 tons, 3-axle type, which are of old manufacture. The rolling stock consists of an unknown number of ordinary cars of the non-dumping type, capacity of 6-8 tons. The line and rolling stock are the property of the mining administration.

150. The hospital is located in the mining basin zone. It is of old construction and has 30-40 beds.

Elena Anthracite and Low Grade Anthracite Mine - Autumn 1950

151. This is a mine formerly privately-owned and completely abandoned at present. The location is as follows:



152. The mine has no equipment of any type. [redacted] 25X1

[redacted] Because of the construction now under way of a standard-gauge rail line running east of the Zlatar River connecting the villages of Zlataritsa and Elena, it may be assumed that exploitation of the mining basin is being planned. Another fact to substantiate this hypothesis is that the coal in this basin is of the anthracite and low grade anthracite types.

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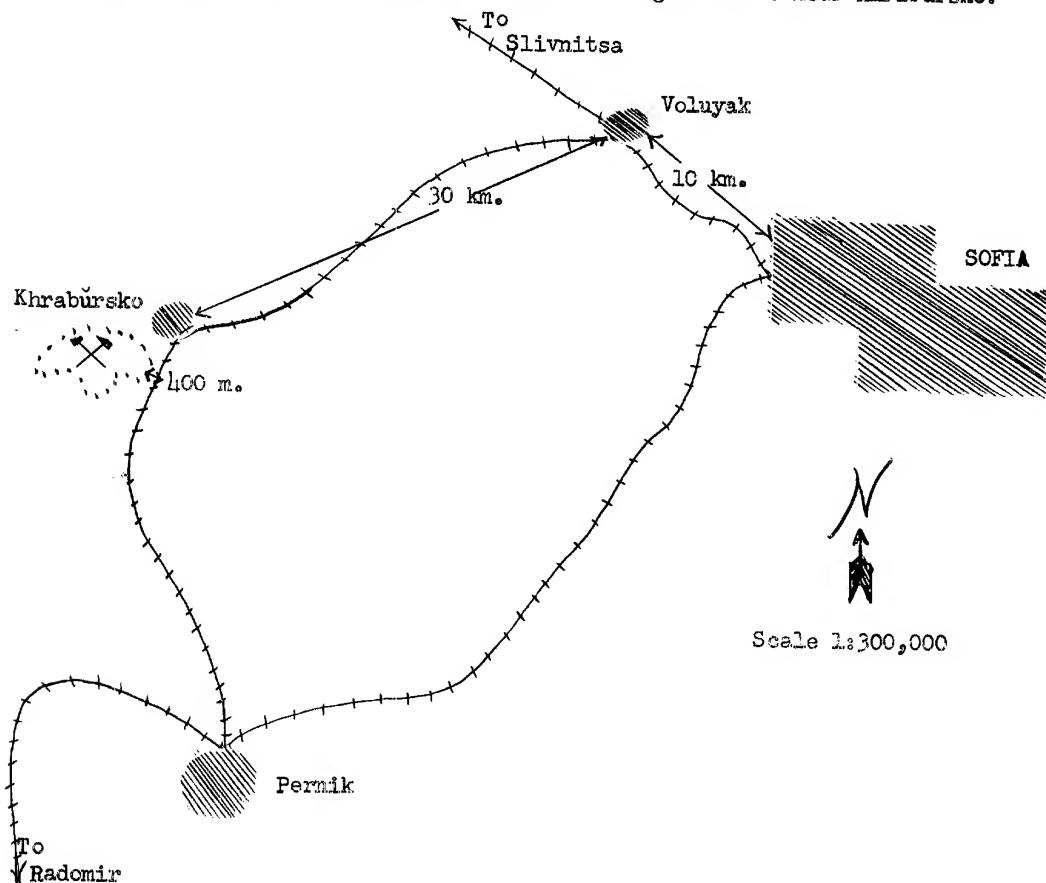
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-32-

25X1

Khrabursko Lignite Mine - May 1951

153. The following sketch shows the location of the lignite mine near Khrabursko:



154. The coal extracted from this mine is lignite, containing 58 percent carbon.

155. The mining administration is exclusively Bulgarian. The director is Petur Kostov, engineer.

25X1

156. The mine employs 400-450 workers in three shifts per day. Production varies between 1,000 and 1,500 tons of coal per day, which is absorbed by various industrial complexes of Sofia and by the Bulgarian railroads. As fuel for steam locomotives, low grade anthracite (litantrace) is added to the lignite.

157. The mine is exploited solely by galleries. Inside the galleries, transport is effected by means of battery-driven locomotives, gauge not known. Outside, steam locomotives and ordinary non-dumping cars of six ton capacity are used; the gauge of these is 0.60-0.65.

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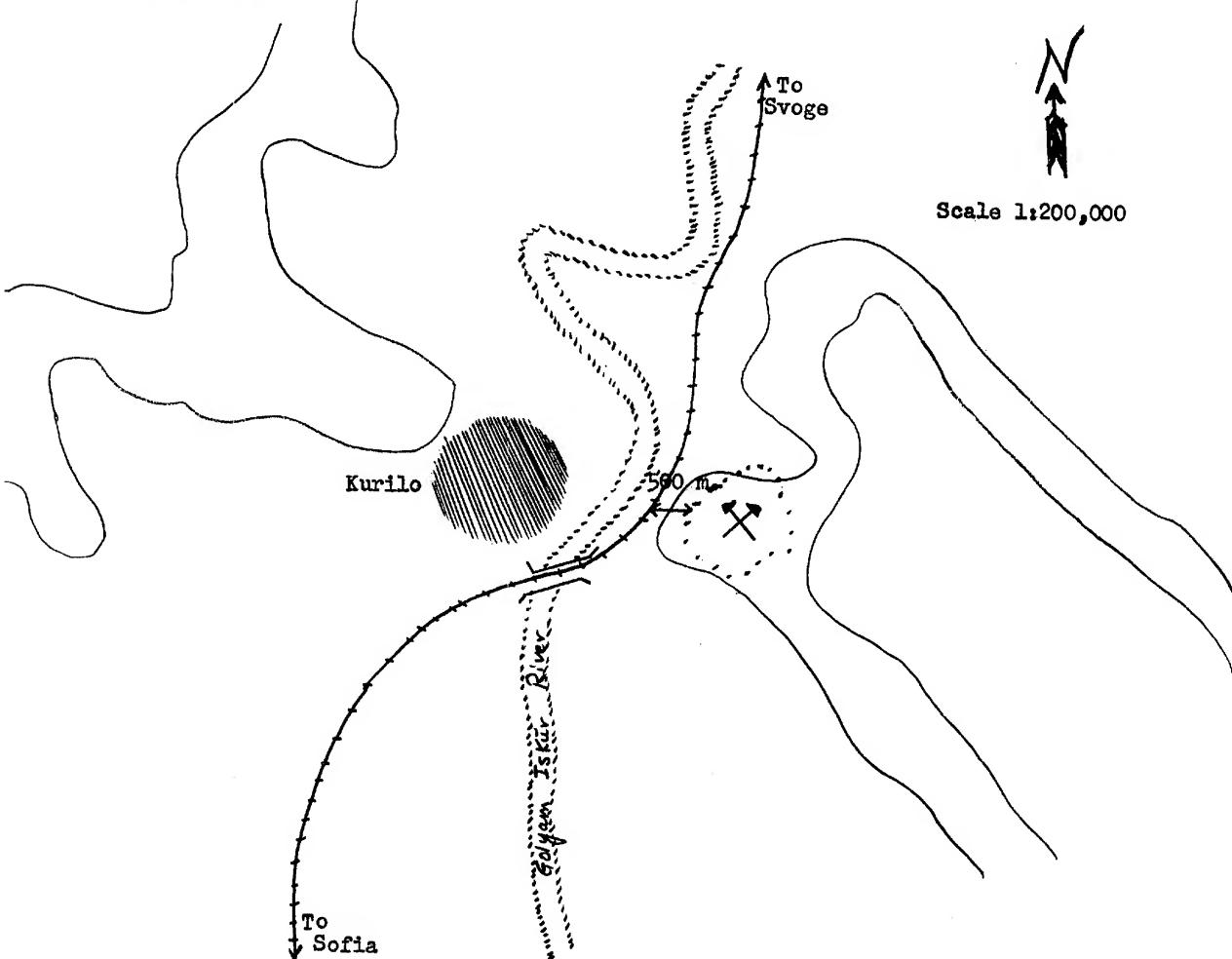
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-33-

25X1

Kurilo Lignite Mine - Autumn 1950

158. The following sketch shows the location of the "Glinele" lignite mine near Kurilo (N 42-50, E 23-21):



159. The administration of this mine is exclusively Bulgarian. Approximately 200 workers are employed in two shifts per day.

160. The production is seriously handicapped by periodic flooding of the galleries by tributaries of the Iskăr River, but a plan is under way to regulate these streams. Production is approximately 500 tons per day. Recent assays indicate an estimated total of 50,000,000 tons of coal in this basin.

161. The mine has four principal galleries with a length of 35-40 meters. [redacted] Outside, the transport is effected by means of motor vehicles and carts.

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25X1

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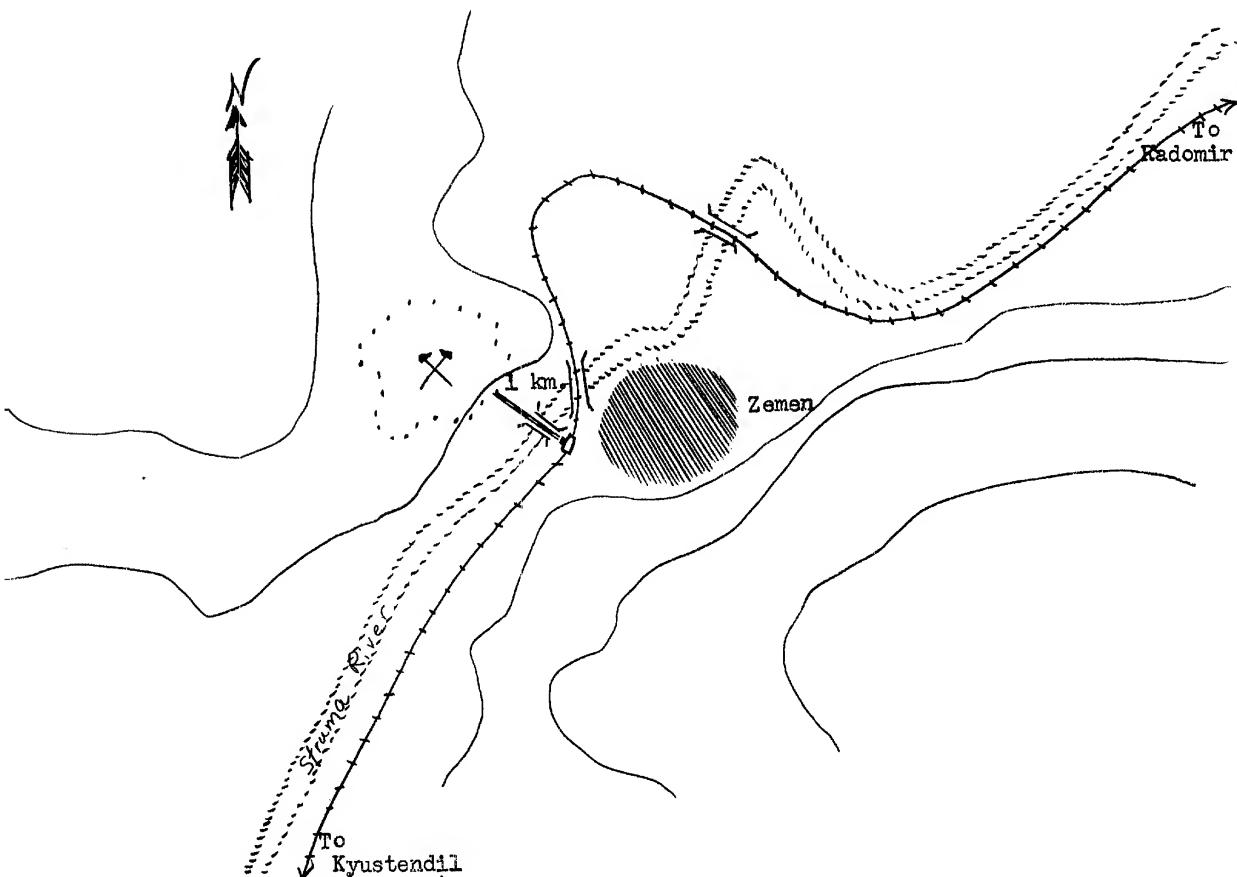
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-34-

25X1

Zemen Barite Quarry - Autumn 1950

162. The following sketch shows the location of the barite quarry at Zemen (N 42-28, E 22-46):



163. The administration of this mine is exclusively Soviet. Prior to the war, the quarry was owned by the German "Hörtz" company.

25X1

164. Approximately 100 workers are employed. [redacted] the total production is sent to the oilfields of Rumania.

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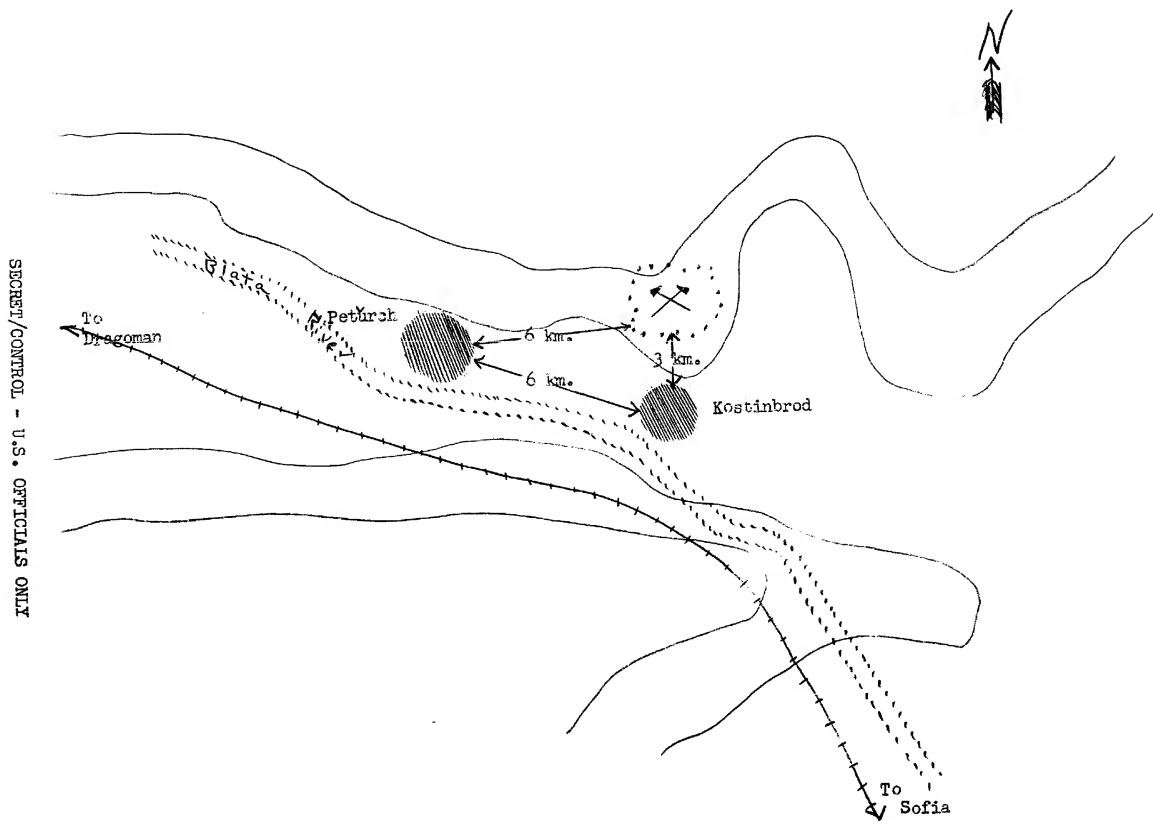
165. The quarry is joined to the Zemen railroad station by a narrow-gauge (0.50) rail line 1,000 meters long.

Peturch Barite Quarry - Autumn 1949

166. The following sketch shows the location of the Barite quarry at Peturch: (N 42-50, E 23-08):

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-35-

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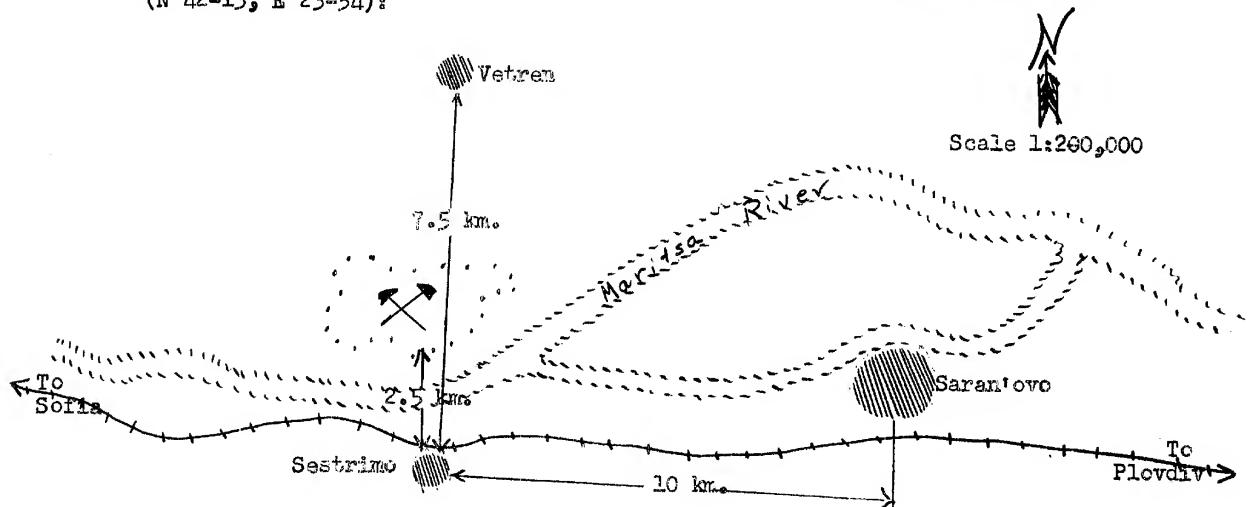
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-36-

25X1

Sestrino Steatite Quarry

167. The following sketch shows the location of the steatite quarry at Sestrino (N 42-13, E 23-54):



Assemble Appendix as Follows:

-37-	-38-	-39-
-40-	-41-	-42-

(Legend page 43)

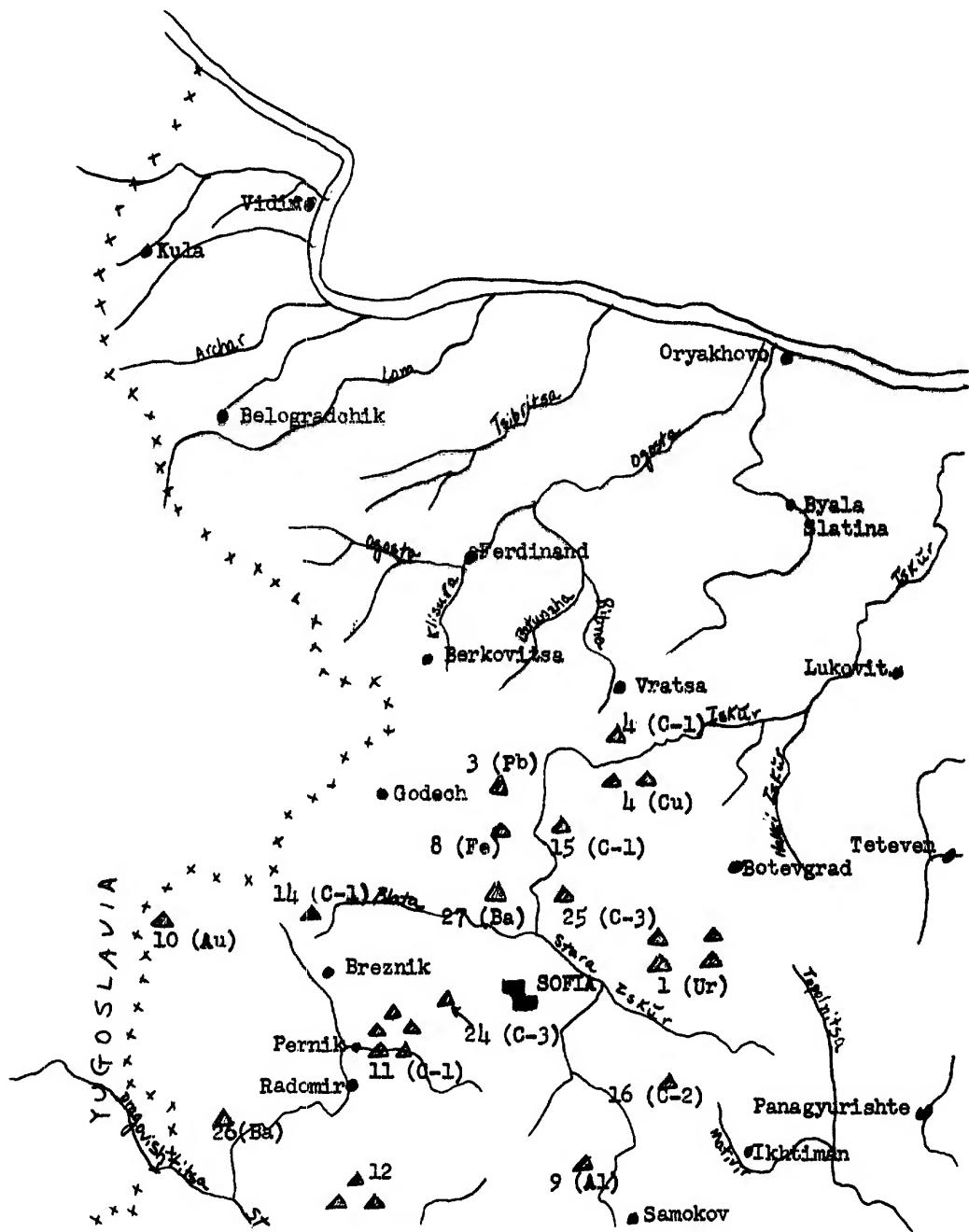
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APPENDIX

-37-

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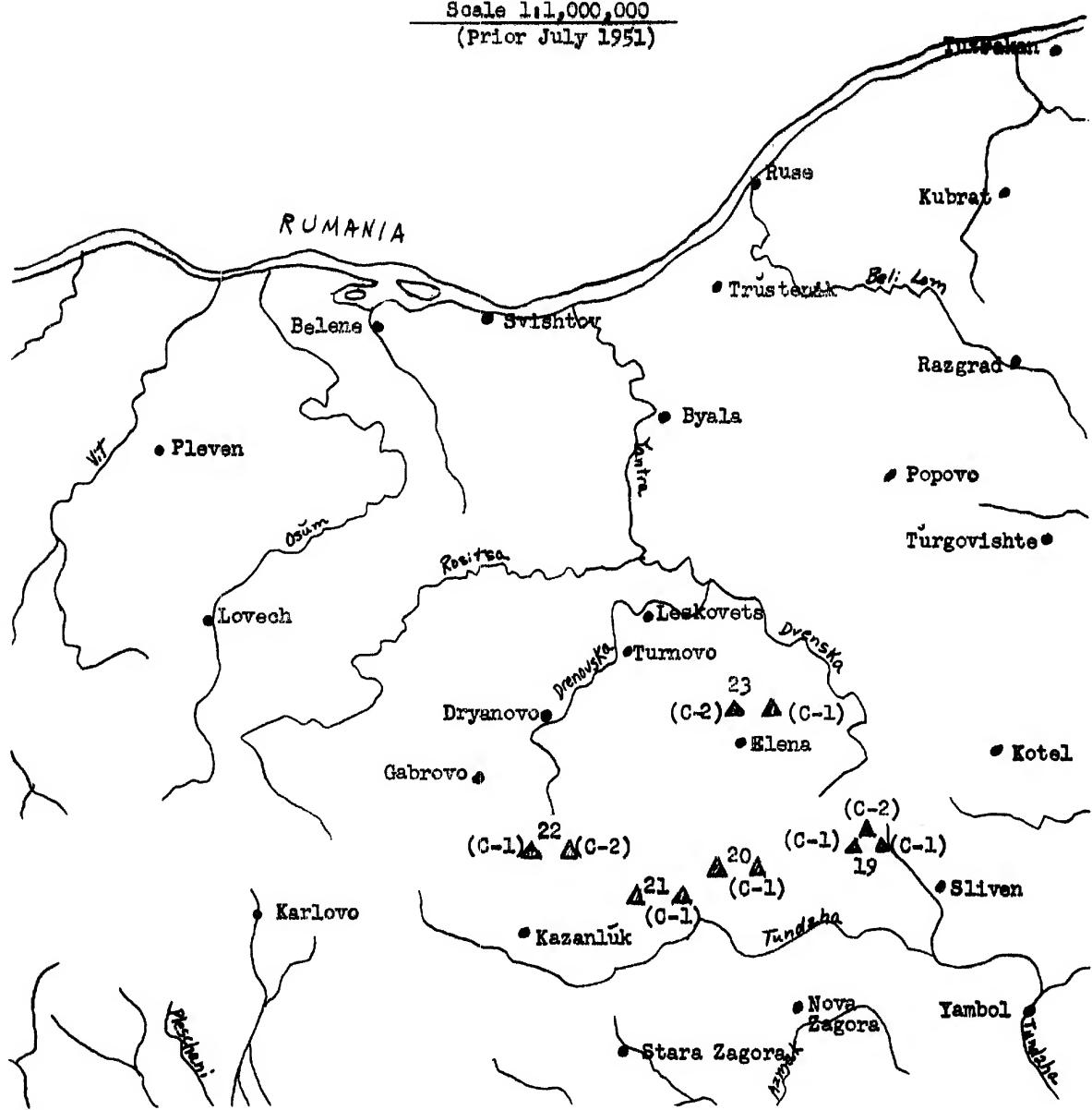
APPENDIX (Continued)

-38-

25X1

BULGARIAN MINERAL RESOURCES

Scale 1:1,000,000
(Prior July 1951)



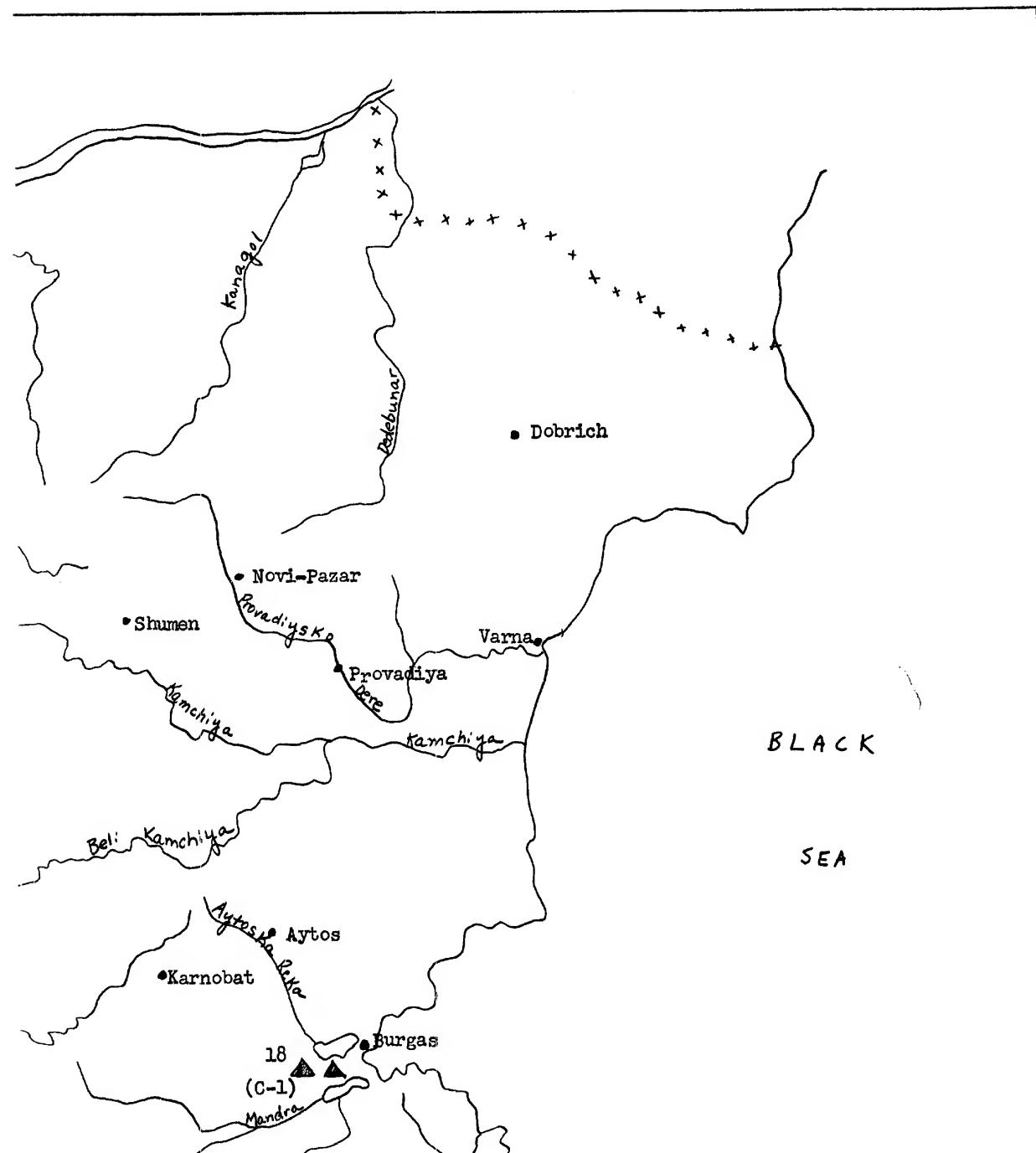
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APPENDIX (Continued)

-39-



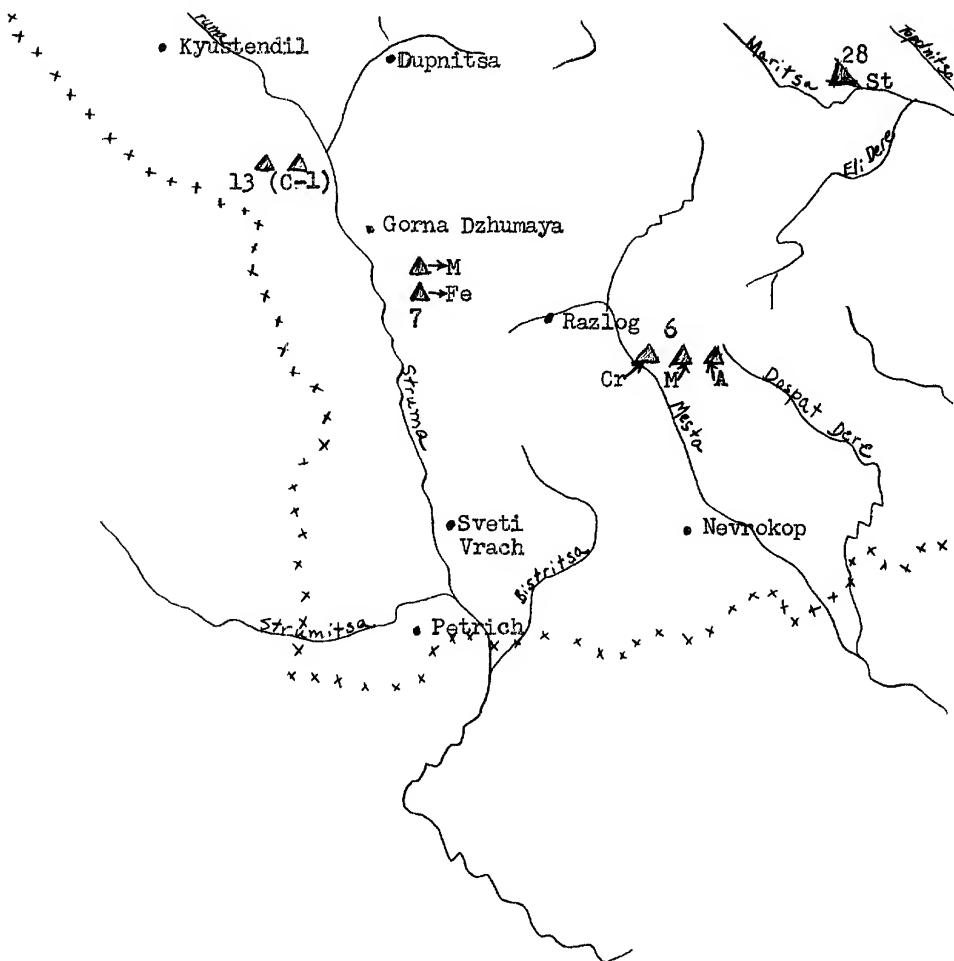
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APPENDIX (Continued)

-40-

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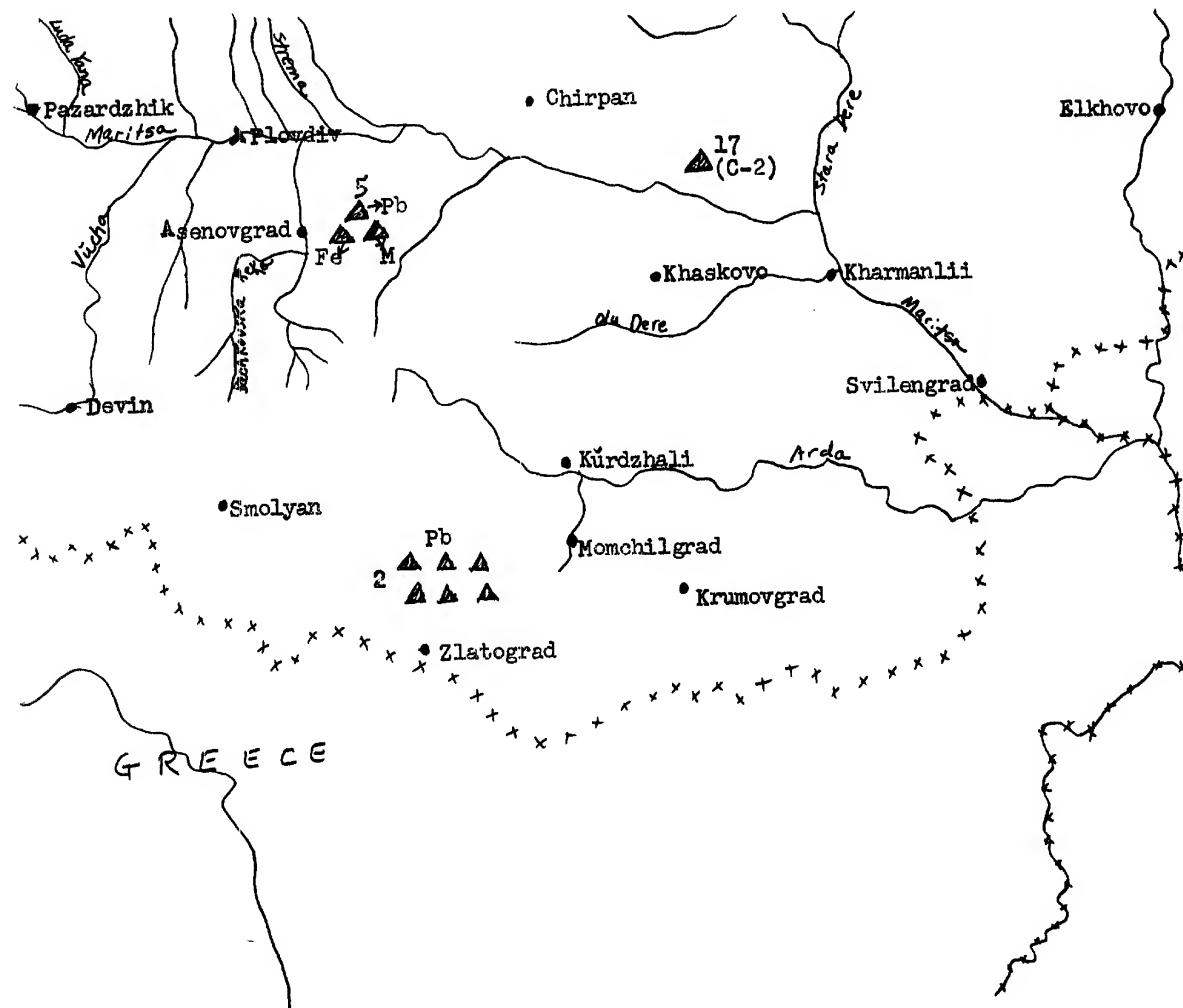
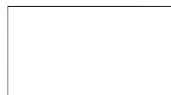
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APPENDIX (Continued)

-41-



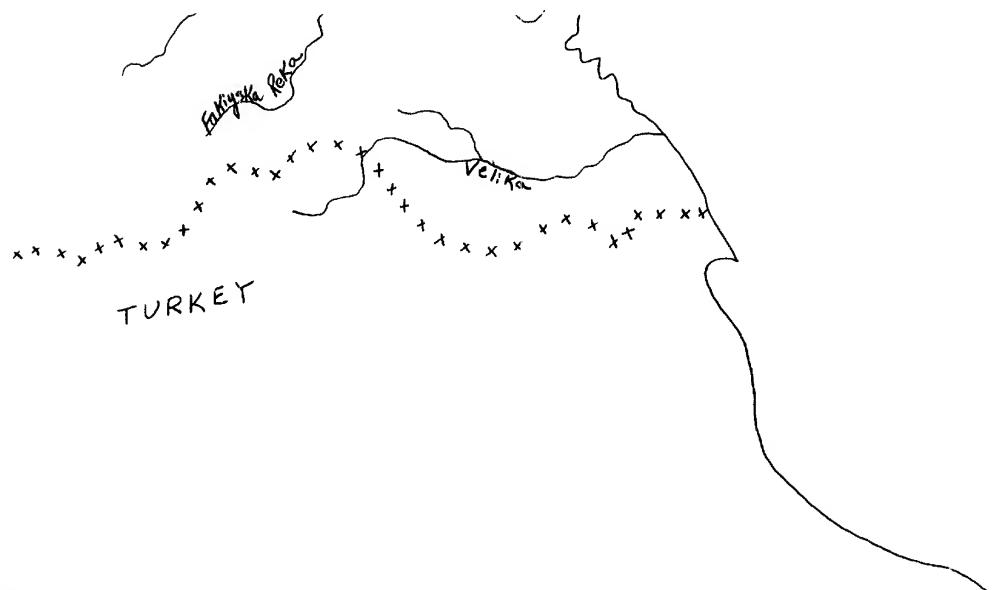
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APPENDIX (Continued)

-42-



K E Y

Au	Gold	M	Mica
Ur	Uranium	A	Asbestos
Pb	Lead	C-1	Anthracite
Cu	Copper	C-2	Low grade anthracite
Al	Bauxite	C-3	Lignite
Cr	Chromite	Ba	Barite
Fe	Limonite	St	Steatite

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APPENDIX (Continued)

-43-

25X1

Legend

1. Bukhovo uranium mine, paragraphs 2-9, and Seslavtsi uranium mine, paragraphs 9-13.
2. Madan lead mine, paragraphs 14-32.
3. Iskrets lead mine, paragraphs 33-34.
4. Eliseyna copper mine, paragraphs 35-39, and Eliseyna coal mine, paragraphs 36, 100-102.
5. Asenovgrad lead, limonite, and mica mines, paragraphs 40-45.
6. Gostun chrome, mica, and asbestos mines, paragraphs 46-47.
7. Gradovo limonite and mica mine, paragraphs 48-51.
8. Elin Pelin limonite mine, paragraphs 52-56.
9. Dolni Okol bauxite mine, paragraphs 57-58.
10. Busintsi gold mine, paragraphs 59-62.
11. Pernik low grade anthracite mine, paragraphs 63-73.
12. Bobov Dol low grade anthracite mine, paragraphs 74-80.
13. Bresani anthracite mine, paragraphs 81-88.
14. Beli Bryag anthracite mine, paragraphs 89-93.
15. Svoge anthracite mine, paragraphs 94-99.
16. Chukurovo low grade anthracite mine, paragraphs 103-108.
17. Maritsa basin anthracite mine, paragraphs 109-113.
18. "Pirin" anthracite mine, Burgas, paragraphs 114-117.
19. Mt. Chumerma coal mine, paragraphs 118-130.
20. Tvarditsa anthracite mine, paragraphs 131-137.
21. Nikolaevо anthracite mine, paragraphs 138-145.
22. Plachkovtsi anthracite and low grade anthracite mine, paragraphs 146-150.
23. Elena anthracite and low grade anthracite mine, paragraphs 151-152.
24. Khrabursko lignite mine, paragraphs 153-157.
25. Kurilo lignite mine, paragraphs 158-161.
26. Zemen barite mine, paragraphs 162-165.
27. Petrich barite mine, paragraph 166.
28. Sestrimo steatite mine, paragraph 167.

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